

ALBION RIVER BRIDGE PROJECT

Draft Environmental Impact Report/ Environmental Impact Statement and Draft Section 4(f) Evaluation Appendices

**MENDOCINO COUNTY, CALIFORNIA
District 1 – MEN – State Route 1 (PM 43.3/44.2)
EA 01-40110 / Project ID 0100000154**

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Appendix A Section 4(f)

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APPENDIX A

Albion River Bridge Project Programmatic Section 4(f) Evaluation

Submitted Pursuant to 49 USC 303

THE STATE OF CALIFORNIA

Department of Transportation as assigned

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022 and executed by FHWA and Caltrans.

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Attachment 1. Letters and Other Correspondence

List of Abbreviated Terms

AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
Albion Beach	Albion Flat Beach
Albion Campground	Albion River Campground and Marina
APE	area of potential effects
Caltrans	California Department of Transportation
CCT	California Coastal Trail
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CIDH	Cast-in-Drilled Hole
CIP/PS	Cast-in-Place/Prestressed
CISS	Cast-in-Steel Shell
CM/GC	Construction Manager/General Contractor
CNRA	California Natural Resources Agency
dB	decibels
dBA $L_{eq}(h)$	decibels for 1-hour A-weighted equivalent sound level
EIS	Environmental Impact Statement
FHWA	Federal Highway Association
LCP	Mendocino County Local Coastal Program
LUP	Mendocino County Land Use Policy
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
PCBR	Pacific Coast Bike Route
PDT	Project Development Team
PM	post mile
PM ₁₀	Particulate matter less than 10 microns in diameter
project	Albion River Bridge Project
ROW	right-of-way
RV	recreational vehicle
Section 4(f)	Section 4(f) of the Department of Transportation Act of 1966
SHOPP	State Highway Operation and Protection Program
SHPO	State Historic Preservation Officer
SR	State Route
USC	United States Code
USCG	U.S. Coast Guard

Chapter 1 Introduction

Section 4(f) of the Department of Transportation Act of 1966 (Section 4(f)), codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

The California Department of Transportation (Caltrans), in cooperation with the Federal Highway Administration (FHWA), is proposing the Albion River Bridge Project (project). The Albion River Bridge (No. 10-0136) is in the community of Albion in Mendocino County on State Route (SR) 1, approximately 15 miles south of the city of Fort Bragg. The total length of the project is approximately one mile, between post mile (PM) 43.3 and PM 44.2.

Caltrans, as assigned by FHWA, determined that the project qualifies for evaluation under the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges (FHWA 1983)*.

1.1 Section 4(f) Use Definitions

When a proposed project is adjacent to or on a property protected under Section 4(f), the impacts of the proposed project on that property must be evaluated to determine if the project would result in a use of a Section 4(f) resource. These uses occur when any of the conditions discussed in the following subsections are met.

1.1.1 Permanent/Direct Use

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a transportation facility. Permanent use may occur as a result of partial or full acquisition or a permanent easement that allows permanent access onto the property for maintenance or other transportation-related purposes.

1.1.2 Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the project's proximity results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.

1.1.3 Programmatic Use (Historic Bridges)

FHWA has a nationwide programmatic Section 4(f) evaluation that applies to historic bridges. The Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges (Historic Bridges Programmatic) serves mainly to streamline the process and does not change the substantive requirements of Section 4(f), that is, the evaluation of avoidance alternatives and all possible measures to minimize harm. Under the Historic Bridges Programmatic Evaluation, a historic bridge that is not a National Historic Landmark may be removed when there is no prudent and feasible alternative to save the bridge, and when Caltrans as assigned by FHWA has determined that all the requirements of the Historic Bridges Programmatic have been met, including SHPO, Caltrans Cultural Studies Office, and the Advisory Council on Historic Preservation (ACHP), if participating, entering into a Memorandum of Agreement to resolve adverse effects under Section 106.

The historic bridges covered by programmatic Section 4(f) evaluations are unique because they are historic, yet also part of either a Federal-aid highway system or a state or local highway system that has continued to evolve over the years. Even though these structures are on or eligible for inclusion on the National Register of Historic Places, they must perform as an integral part of a modern transportation system. When they do not or cannot perform as an integral part of a modern transportation system, they must be rehabilitated or replaced in order to provide for public safety while maintaining system continuity and integrity. For the purpose of this programmatic Section 4(f) evaluation, a proposed action will "use" a bridge that is on or eligible for inclusion on the National Register of Historic Places when the action will impair the historic integrity of the bridge either by rehabilitation or removal.

This programmatic Section 4(f) evaluation may be applied by FHWA to projects which meet the following criteria:

- The bridge is to be replaced or rehabilitated with Federal funds.
- The project will require the use of a historic bridge structure which is on or is eligible for listing on the National Register of Historic Places.
- The bridge is not a National Historic Landmark.
- The FHWA Division Administrator determines that the facts of the project match those set forth in the sections of this document labeled Alternatives, Findings, and Mitigation.

- Agreement among the FHWA, the SHPO, and the ACHP has been reached through procedures pursuant to Section 106 of the National Historic Preservation Act (NHPA).

1.1.4 Temporary Occupancy

A temporary occupancy of a Section 4(f) resource occurs when a Section 4(f) property is required for project construction-related activities, the property is not permanently incorporated into a transportation facility, and the activity is not considered adverse by the agency with jurisdiction in terms of the preservation purpose of Section 4(f).

Temporary occupancy of a Section 4(f) property may trigger the application of Section 4(f). 23 Code of Federal Regulations (CFR) 774.13(d) defines the following five temporary occupation exception criteria that must be met to determine that a temporary occupancy does not rise to the level of permanent/direct use for the purposes of Section 4(f):

- Duration is temporary (i.e., the occupancy is shorter than the time needed for construction of the project, and there is no change in ownership of the property).
- Scope of work is minor (i.e., the nature and magnitude of the changes to the Section 4(f) property are minimal).
- There are no anticipated permanent adverse physical impacts or permanent interference with the protected activities, features, or attributes of the property.
- The property is restored to the same or better condition that existed prior to the project.
- There is documented agreement from the appropriate federal, state, or local officials having jurisdiction over the property regarding the previously listed conditions.

1.2 De Minimis Impact Determinations

When impacts on a Section 4(f) property are minor, as agreed to by the agency with jurisdiction over that property, Section 4(f) regulations can be satisfied through a *de minimis* determination.

A *de minimis* impact is defined in 23 CFR 774.17 as follows:

- For parks, recreational areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).
- For historical sites, a *de minimis* impact means that Caltrans has determined that, in accordance with 36 CFR 800, no historical property is affected by the project or the project would have “no adverse effect” on the property in question. The SHPO and ACHP, if involved, must be notified that Caltrans intends to enter a *de minimis* finding for properties where the project results in “no adverse effect.”

- The officials with jurisdiction must concur in writing with a *de minimis* determination. For recreational or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the SHPO is required.

1.3 Section 6(F) of the Land And Water Conservation Fund Act (16 U.S.C. § 460l-8(F) and 36 C.F.R. Part 59.1)

State and local governments often obtain grants through the Land and Water Conservation Fund Act to acquire or make improvements to parks and recreation areas. Section 6(f) of this act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the approval of the U.S. Department of the Interior National Park Service. Section 6(f) directs the U.S. Department of the Interior to ensure that replacement lands of equal value, location and usefulness are provided as conditions to such conversions. Consequently, where conversions of Section 6(f) lands are proposed for highway projects, replacements will be necessary.

There are no Section 6(f) resources in the project area. As such, Section 6(f) resources are not discussed further in this report.

Chapter 2 Description of Project Alternatives

The project is located in Mendocino County on SR 1 from PM 43.3 to PM 44.2 (Figure 1). Within the limits of the project, SR 1 is an undivided conventional highway with two 11- to 12-foot-wide travel lanes and 0- to 4-foot-wide shoulders. The existing Albion River Bridge was constructed in 1944 during World War II and is 969 feet long with a total width of 28.5 feet. The bridge was listed on the National Register of Historic Places and the California Register of Historic Resources in 2017.

The bridge sits approximately 155 feet above the Albion River, spanning a relatively narrow canyon with steep slopes reaching approximately 140 to 150 feet above the valley floor. The Albion River outlets to the Pacific Ocean approximately 170 feet downstream of the bridge and is tidally influenced. Beneath the bridge is the privately held Albion River Campground and Marina (Albion Campground) and Albion Flat Beach (Albion Beach).

The project is needed to address functional, safety and structural deficiencies of the bridge. The bridge is in a poor and deteriorating condition and is not an appropriate design for the harsh environment in which it is located. The purpose of the project is to provide a bridge across the Albion River that meets modern seismic safety standards, provides safe and reliable multimodal access, and minimizes ongoing maintenance costs.

2.1 Build Alternatives

Build Alternatives have been developed to meet the purpose and need of the project, with consideration given to use of the similar or same alignment as the existing bridge, avoidance or minimization of impacts on the human and natural environment, and construction and maintenance cost. The alternatives currently under consideration include three Build Alternatives with various design options and a No-Build (No-Action) Alternative. A preferred alternative will be identified following agency, public, and stakeholder input during the environmental review process. Common and unique features of each alternative are briefly described below.

The Build Alternatives consist of options that would improve safety features (e.g., vehicle barrier railing and roadway alignment), provide a separated pedestrian walkway on the west side of the new structure, and widened shoulder widths for multimodal use. Under the Build Alternatives, a new bridge would be constructed on an alignment either to the west of the existing bridge (West Alignment), to the east of the existing bridge (East Alignment), or generally within but slightly west of the existing bridge (On-Alignment) as follows:

- Alternative 1: West Alignment
 - Design Option 1A: Four Span Segmental Box Girder Bridge
 - Design Option 1B: Spandrel Arch with Box Girder Approaches
- Alternative 2: East Alignment
 - Design Option 2A: Three Span Segmental Box Girder Bridge
 - Design Option 2B: Spandrel Arch with Box Girder Approaches

- Alternative 3: On-Alignment (Half-Width)
 - Design Option 3A: Four Span Box Girder Bridge

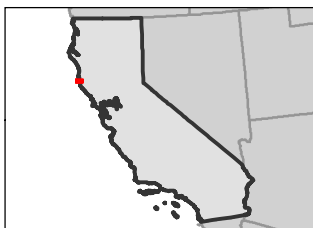
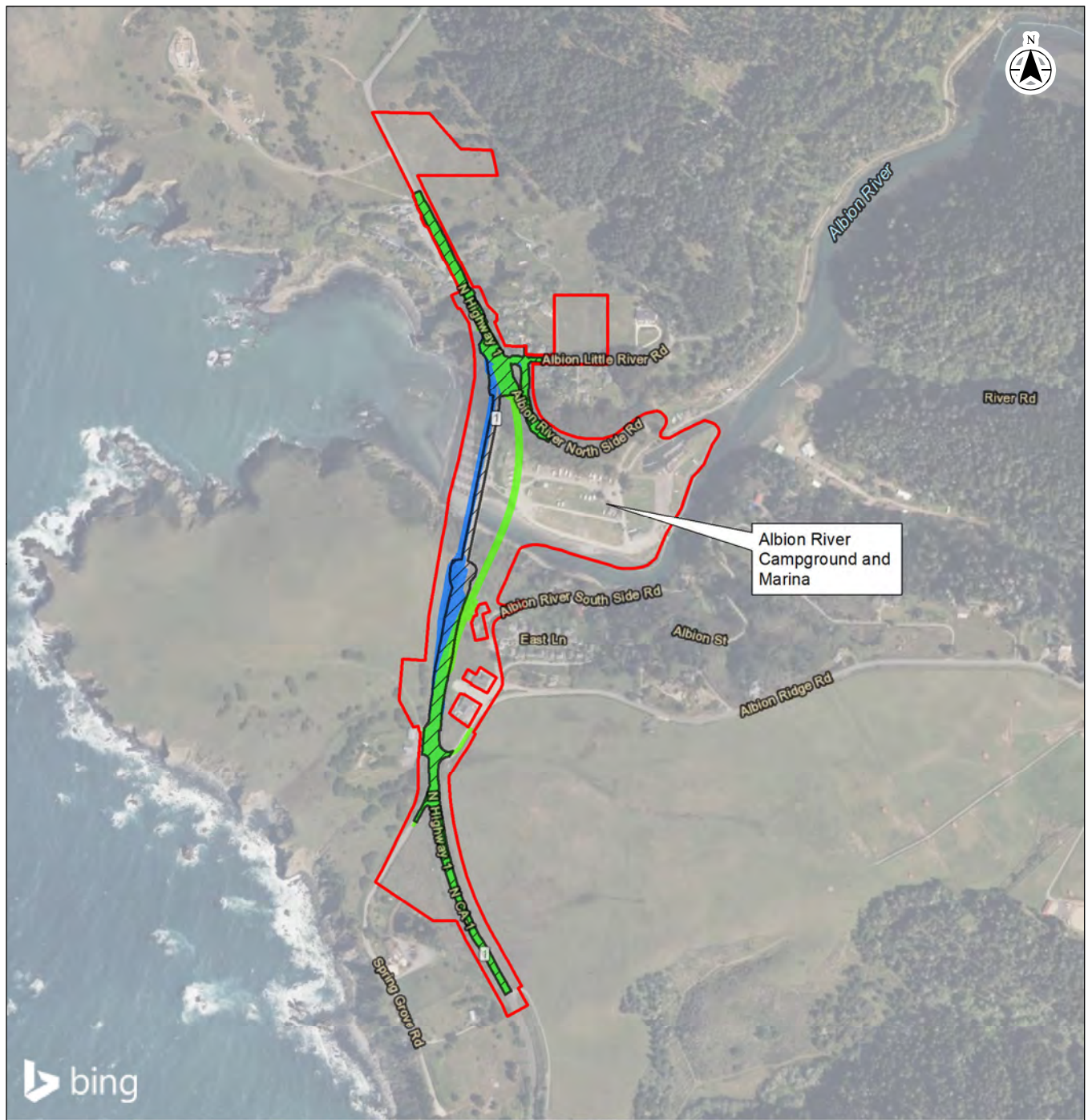
A replacement bridge would have two 12-foot-wide travel lanes and 6-foot-wide shoulders, steel barrier rails, and a separated 6-foot-wide pedestrian walkway on the west side with a barrier railing. Construction elements would include tree and vegetation removal, cut and fill, temporary and permanent shoring (e.g., cofferdams and retaining walls), use of temporary trestles, construction of a new bridge, removal of the existing bridge, construction of roadway approaches connecting SR 1 to the new structure, re-establishment of roadside drainage and cross-culverts, utility relocation, and improvements to SR 1 and local connector roads and intersections within the project area. The new bridge pier foundations would be constructed using Cast-In-Drilled-Hole (CIDH) piles, Cast-In-Steel Shell (CISS) piles, or steel micropiles. During construction, soil nail walls and/or anchored soldier pile walls would be used to shore excavations at the south and north embankments and cofferdams would be used to shore excavations at piers in or near the water.

2.1.1 Alternative 1 West Alignment

The West Alignment Alternative would include either a 4-span box girder replacement bridge (Design Option 1A) or a 12-span box girder replacement bridge with an open-spandrel arch (Design Option 1B) to the west of the existing bridge. The bridge superstructure would involve concrete spans from the north abutment to the south abutment, for a total bridge length of approximately 1,020 feet for Design Option 1A and approximately 1,069 feet for Design Option 1B. Removal of the existing bridge and removal of a portion of the existing roadway approaches would occur once the new bridge is constructed and traffic is diverted. A west alignment bridge would take approximately three years to construct.

2.1.2 Alternative 2 East Alignment

The East Alignment Alternative would include either a 3-span box girder replacement bridge with two piers (Design Option 2A) or an 11-span box girder replacement bridge with a spandrel arch (Design Option 2B) to the east of the existing bridge. The bridge superstructure would involve concrete spans from the north abutment to the south abutment, for a total bridge length of approximately 1,020 feet for Design Option 2A and approximately 1,143 feet for Design Option 2B. Removal of the existing bridge and removal of a portion of the existing roadway approaches would occur once the new bridge is constructed and traffic is diverted. An east alignment bridge would take approximately three years to construct.



- Environmental Study Limits
- Replacement Alternatives**
- East Alignment Alternatives
 - West Alignment Alternatives
 - On-Alignment Alternatives

Notes

1. Coordinate System: NAD 1983 StatePlane California II FIPS 5402 Feet
2. Background: Albion USGS Topographic 7.5' Quadrangle, 1960
3. Basemap: Esri, HERE, Garmin, (c) OpenStreetMap contributors

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Feet
1:10,000 (at original document size of 8.5x11)



Project Location 185733034
T16N, R17W, S20.21, 28.29
T. of Albion, Mendocino Co., CA Prepared by KDLF on 2023-06-09
Independent Review by MW on 2023-06-09

Client/Project
Caltrans
03A3072 T09
Albion River Bridge Project

Figure No.
1

**Albion River Bridge Project:
Build Alternatives**

2.1.3 Alternative 3 On-Alignment (Half-Width)

The On-Alignment Alternative would include a 4-span box girder replacement bridge (Design Option 3A) generally on the same alignment as (and slightly west of) the existing bridge. The bridge superstructure would involve concrete spans from the north abutment to the south abutment, for a total bridge length of 943 feet. Removal of the existing bridge and removal of the existing roadway approaches would occur after the western half of the new bridge substructure and superstructure (southbound lane) are constructed, and before the eastern half of the substructure and superstructure are constructed. An on-alignment bridge would take approximately five years to construct.

2.2 Common Features of the Build Alternatives

All Build Alternatives would require several construction access roads and staging areas. Access roads would be constructed to the north abutment by constructing a temporary roadway and/or trestle off Albion River North Side Road, to the east side of the south abutment by constructing a temporary roadway and/or trestle off of Albion River South Side Road and to the west side of the south abutment from one of the potential staging areas south of the Albion River and west of SR 1, and to the Albion Campground from SR 1 along or adjacent to Albion River North Side Road. Equipment and materials would likely be located on staging areas in the Albion Campground, and north and south of the Albion River. Access roads and staging areas would require tree and vegetation removal, grading, and temporary surfacing (e.g., base rock or asphalt).

All Build Alternatives would require right-of-way (ROW) acquisitions and utility easements from private parcels. All Build Alternatives would also require temporary construction easements within private parcels.

It is anticipated that general public access to the Albion Beach from the Albion Campground, which is privately owned, would be restricted during construction for the safety of construction workers and the public, and access to the Albion Campground would be limited to the campground office, parking lot, restrooms, picnic area, and the dock and marina.

2.3 No-Build Alternative

Under the No-Build (No-Action) Alternative, the project would not occur and the existing bridge would remain in its current configuration. The existing bridge would continue to deteriorate, becoming increasingly susceptible to significant damage and/or failure due to the marine environment, a seismic event, heavy cyclical loads, and/or a tsunami. Given the condition of the existing bridge, extensive recurring maintenance projects and structural improvement projects would be necessary to maintain current level of service.

Chapter 3 Description of Section 4(f) Properties

3.1 Historic Properties

Table 1 provides a list of historic and cultural resources within the project's area of potential effects (APE) that have been considered as potential Section 4(f) properties. One historic bridge, the Albion River Bridge (Bridge No. 10 0136), which was listed in the NRHP on July 31, 2017 (NRHP Reference #100001383), has been identified. See Figure 2 for the location of this resource. Three archaeological sites—one precontact, and two historic-era—have been identified in the APE. There were also 33 additional historic-era built environment resources that required evaluation. Pursuant to Stipulation VIII.C. of the Section 106 PA, Caltrans has concluded that none of the 33 resources evaluated appear eligible for listing in the NRHP because they do not have historic significance. These resources are discussed in detail in the following reports:

- Historic Property Survey Report (Caltrans 2015a)
- First Supplemental Historic Property Survey Report (Caltrans 2023a)
- Historic Resources Evaluation Report (Caltrans 2022a)
- Archaeological Survey Report (Caltrans 2015b)
- First Supplemental Archaeological Survey Report (Caltrans 2023b)
- Finding of Effect Report (pending)
- Cultural Resource Management Plan (pending)
- Programmatic Agreement (pending)

Table 1. Historic Properties Listed or Eligible for the National Register of Historic Places in the APE

Name	Location	NRHP Eligibility	Section 4(f) Resource? ¹
Architectural Resources (Significant)			
Albion River Bridge	Over the Albion River in Albion, CA, along SR 1	Albion River Bridge (Bridge No. 10-0136) was listed in the NRHP on July 31, 2017	Yes
Archaeological Resources			
CA-MEN-3645 (P-23-005484).	South and west of the bridge	Assumed eligible under NRHP. Area to be impacted to be addressed under Phased Programmatic Agreement. Remaining portions of unevaluated site will be protected as an Environmentally Sensitive Area. Site is assumed eligible under Criterion D of the NRHP.	No ¹
CA-MEN-3652H (P-23-005516).	Flat at the mouth of the Albion River	Area to be impacted to be addressed under Phased Programmatic Agreement. Remaining portions of unevaluated site to be protected as an Environmentally Sensitive Area. Site being assumed Eligible under Criterion D of the NRHP.	No ¹

Name	Location	NRHP Eligibility	Section 4(f) Resource? ¹
CA-MEN-3653H (P-23-005516).	Above Albion River North Side Road	Area to be impacted to be addressed under Phased Programmatic Agreement. Remaining portions to be protected as an Environmentally Sensitive Area. Site being assumed eligible under Criterion D of the NRHP.	No ¹

Note: NRHP = National Register of Historic Places. (Johansen 2014) ¹ For archaeological sites, in addition to the general requirements for historic resources, Section 4(f) applies only to those sites that are on or eligible for the NRHP and that warrant preservation in place. As such, Section 4(f) does not apply if Caltrans determines, after consultation with the State Historic Preservation Officer (SHPO), that the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place (23 C.F.R. 774.13[b]).

3.2 Public Spaces and Recreation Areas

Table 2 provides a list of the trails, recreational facilities, and other public spaces with recreational use within the APE that have been considered as potential Section 4(f) properties. For recreation areas where scenery is a defining factor—such as those which are designated as part of the Wild and Scenic River System—visual, noise, and air quality impacts are considered. See Figure 3 for the location of these resources. Privately owned facilities are not protected by the provisions of Section 4(f).

Table 2. Public Parks and Recreational Resources in the Project Area

Name	Location	Description	Section 4(f) Resource?
Albion River Campground and Marina	North bank of the Albion River in the Albion Flats, adjacent to and under the bridge	Size: 15.8 acres Size within project footprint: 10.5 acres Distance from project: within project footprint Features: Recreational vehicle (RV) and tent camping, RV rentals, kayak and canoe rental, camp store, snack bar, boat launch, and moorage Agency with jurisdiction: privately owned.	No
Schooners Landing Marina ¹	North bank of the Albion River, east of the Albion River Campground and Marina	Size: 38.2 acres Size within project footprint: <0.1 acre Distance from project: within project footprint Features: RV and tent camping, day use, boat launch, and marina Agency with jurisdiction: privately owned	No
Pacific Coast Bike Route	Along SR 1 in the project area	Size: 1,848.6 miles Size within project footprint: ≈1.0 mile Distance from project: within project footprint Features: Bicycling route that extends from the Canadian border on the north to the Mexican border on the south, serving both long-distance touring and commuters Agency with jurisdiction: Caltrans (within California)	Exempt ²

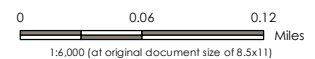
Name	Location	Description	Section 4(f) Resource?
California Coastal Trail	Trail alignment within the project area consists of SR 1; trail is not completed and future improvements planned	Size: 1,200 miles Size within project footprint: ≈1.0 mile Distance from project: within project footprint Features: Pedestrian, equestrian, and bicycle route planned to extend the length of the California coastline between the Oregon border on the north to the Mexican border on the south Agency with jurisdiction: California Coastal Conservancy, California Coastal Commission, California Department of Parks and Recreation	Exempt ²
Albion River	Under the Albion River Bridge in Albion, CA	Size: 3 miles (California Wild and Scenic River, designated as a recreational river) Size within project footprint: 1.55 acres Distance from project: within project footprint Features: Recreational waterway Agency with jurisdiction: California Natural Resources Agency	Yes

¹ Schooner's Landing Marina is currently closed.

² Per 23 Code of Federal Regulations (CFR) 774.13(f)(3), trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way (ROW) without limitation to any specific location within that ROW, are exempt from the requirements of Section 4(f) as long as the continuity of the trail, path, bikeway, or sidewalk is maintained. Within the project area, because the trails are simply on the roadway, the trails are not limited to a specific location within the existing ROW.



Environmental Study Limits



Project Location 185733034
T16N, R17W, S20.21, 28.29
T. of Albion, Mendocino Co., CA Prepared by KDLF on 2023-06-09
Independent Review by MW on 2023-06-09

Client/Project
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03A3072 T09
Albion River Bridge Project

Figure No.

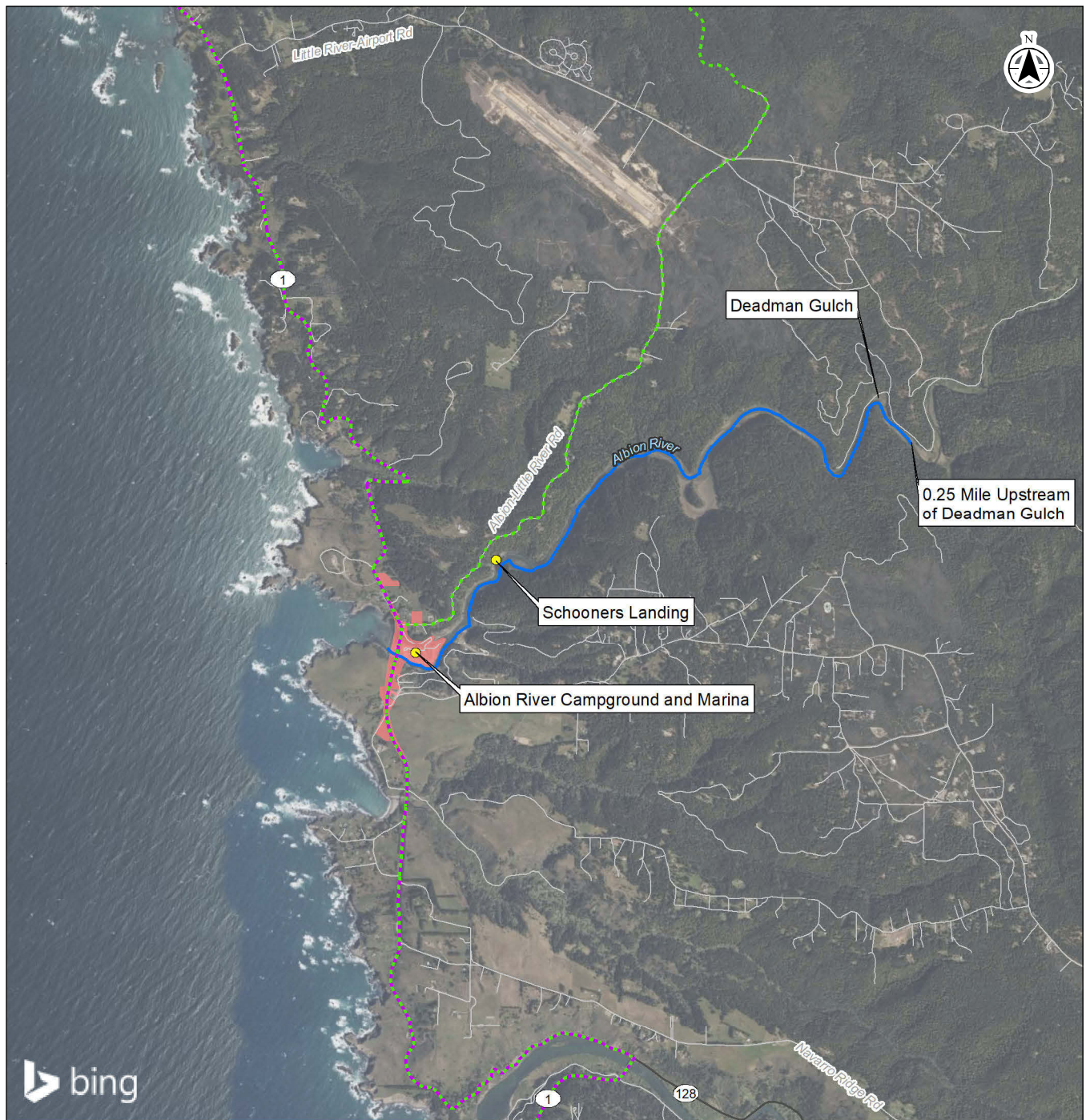
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Title

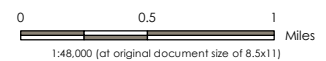
**Section 4(f) Resource: Historic
Albion River Bridge**

Notes

1. Coordinate System: NAD 1983 StatePlane California II
FPS 0402 Feet
2. Background: Albion USGS Topographic 7.5' Quadrangle,
1960
3. Basemap: Esri, HERE, Garmin, (c) OpenStreetMap
contributors



- Environmental Study Limits
- Albion River, California Wild and Scenic River
- - - California Coastal Trail*
- - - Pacific Coast Bike Route
- Local Road
- Major Road



Project Location 185733034
T16N, R17W, S20.21, 28.29
T. of Albion, Mendocino Co., CA Prepared by KDL on 2024-01-30
Independent Review by NW on 2024-01-30

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Albion River Bridge Project

Figure No.
3

**Resources Evaluated Relative to
the Requirements of Sections 4(f)**

Notes
1. Coordinate System: NAD 1983 StatePlane California II
FPS 0402 Feet
2. Background: Albion USGS Topographic 7.5' Quadrangle,
1960
3. Sources: Stantec, Caltrans, US Census, NHD
4. Basemap: © 2024 Microsoft Corporation © 2023 Maxar
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***Current routes used for California Coastal Trail (CCT).
The CCT is not completed and future improvements and
potential realignments are planned.**

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Chapter 4 Use of the Section 4(f) Resources

All Build Alternatives would have the same impact on the identified Section 4(f) resources present in the project area. Table 3 shows the relationship between alternatives and Section 4(f) use of each resource.

Table 3. Section 4(f) Use of the Albion River Bridge Resources

Resource	Build Alternatives	No Build Alternative
Albion River Bridge	Permanent use	No use
Albion River	De Minimis	No use

Analysis of Section 4(f) use of the Albion River Bridge is discussed under *Programmatic Section 4(f) Determination* below. Next is the Preliminary De Minimis Impact Determination for the Albion River, which is a designated Wild and Scenic River managed for recreation. Lastly, analysis of Section 4(f) use of the other resources is discussed under *Resources Evaluated Relative to the Requirements of Section 4(f)*.

Chapter 5 Programmatic Section 4(f) Determination

5.1 Albion River Bridge

5.1.1 Description and Significance of the Property—Albion River Bridge

The Albion River Bridge (Bridge No. 10-0136) was constructed in 1944 over the Albion River on SR 1 in Mendocino County (Figure 2). Originally planned as a concrete arch structure design, the plan was abandoned to conserve concrete and steel materials during World War II. The bridge was redesigned using timber and a single-span riveted steel deck truss recycled from an old bridge once located on the South Fork of the Feather River. The bridge is 969 feet long, 28.5 feet wide, and 155 feet above the river.

The Albion River Bridge is the only remaining wooden trestle bridge along SR 1 and was listed in the National Register of Historic Places (NRHP) on July 31, 2017. The Albion River Bridge is significant under Criterion A for its association with material restrictions of the War Production Board during World War II and Criterion C (distinctive characteristics of a type, period, or method of construction), and it retains its historic integrity to convey its engineering significance.

The Albion River Bridge is listed in the NRHP and therefore is eligible for protection under Section 4(f).

Caltrans is responsible for maintaining the Albion River Bridge. It provides the only crossing of the Albion River along SR 1 and serves as the route across the Albion River for the Pacific Coast Bike Route (PCBR) and California Coastal Trail (CCT). Accordingly, the bridge is used for motorized vehicle, bicycle, and pedestrian crossing. Access to the bridge is along SR 1.

5.1.2 Use of and Impacts on the Albion River Bridge

The following sections describe the use and impacts of the Build Alternatives and the No-Build Alternative on the Albion River Bridge. A summary of the project's pertinent impacts on accessibility, aesthetics, air quality, and noise is also presented as part of this analysis of uses that could affect the bridge.

5.1.2.1 Build Alternatives

Once construction of the new bridge is completed, the existing bridge would be removed. Removal of the Albion River Bridge would impair its historic integrity as the design, workmanship, and association that qualify the bridge for listing in the NRHP would be lost. Removal of the historic bridge would be a use under Section 4(f) and an adverse effect under Section 106 of the NHPA. All Build Alternatives would result in similar impacts.

Alternative 1 West Alignment

The West Alignment Alternative would result in an adverse effect on both the Albion River Bridge and its character-defining features because of the replacement of this historic resource. By removing the historic bridge and materials, the design, workmanship, and association that qualify the bridge for listing in the NRHP would be lost. Thus, a direct use of the Section 4(f) resource would occur. All design options would result in similar impacts.

Alternative 2 East Alignment

The East Alignment Alternative would result in an adverse effect on both the Albion River Bridge and its character-defining features because of the replacement of this historic resource. By removing the historic bridge and materials, the design, workmanship, and association that qualify the bridge for listing in the NRHP would be lost. Thus, a direct use of the Section 4(f) resource would occur. All design options would result in similar impacts.

Alternative 3 On-Alignment

The On-Alignment Alternative would result in an adverse effect on both the Albion River Bridge and its character-defining features because of the removal of this historic resource. By removing the historic bridge and materials, the design, workmanship, and association that qualify the bridge for listing in the NRHP would be lost. Thus, a direct use of the Section 4(f) resource would occur.

No-Build Alternative

Under the No-Build Alternative, no effort would be made to address the geometric, structural, or seismic deficiencies. There would be no use under Section 4(f) or an adverse effect finding under NHPA Section 106.

5.1.2.2 Applicability of Programmatic Section 4(f) Evaluation

As described above, the Build Alternatives would result in a use under Section 4(f) and a NHPA Section 106 finding of adverse effect. The applicability criteria and the required findings for the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* (FHWA 1983) are listed below. The text shown in italics is the response to the criteria shown in bold.

1. **The bridge is to be replaced or rehabilitated with Federal funds.** *Yes. The Albion River Bridge project is funded through the State Highway Operation and Protection Program (SHOPP). Funding is split between State and Federal funding.*
2. **The project will require the use of a historic bridge structure which is on or is eligible for listing on the NRHP.** *Yes. The Albion River Bridge was listed in the NRHP on July 31, 2017, for its significance in the areas of engineering and transportation. Each of the Build Alternatives requires a Section 4(f) "use" of the Albion River Bridge because the proposed project would impair the historic integrity of the bridge. The only avoidance alternative is the No-Build Alternative.*

3. **The bridge is not a National Historic Landmark.** *Yes. The Albion River Bridge is not a National Historic Landmark (National Park Service 2023).*
4. **The FHWA Division Administrator determines that the facts of the project match those set forth in the sections of this document labeled Alternatives, Findings, and Mitigation.** *Yes. Caltrans has determined that the facts of the project match those set forth in this Section 4(f) document.*
5. **Agreement among the FHWA, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP) has been reached through procedures pursuant to Section 106 of the National Historic Preservation Act.** *Pending. Consultation and coordination with the SHPO as part of the NHPA Section 106 process is underway. Caltrans anticipates entering into a Programmatic Agreement with SHPO which would address project impacts and formally phase identification of historic properties. In accordance with 36 CFR 800.6(a)(1), Caltrans has been assigned responsibilities by FHWA and has notified the ACHP of the adverse effect. The proposed project does not meet any of the conditions cited in 36 CFR 800.6(a)(1)(i); therefore, the ACHP did not participate in the consultation.*

5.1.2.3 Avoidance Alternatives and Other Findings

The *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* (FHWA 1983) requires evaluation of the following alternatives that avoid any use of the historic bridge, including:

- Do nothing.
- Build a new structure at a different location without affecting the historic integrity of the old bridge, as determined by procedures implementing the NHPA.
- Rehabilitate the historic bridge without affecting the historic integrity of the structure, as determined by procedures implementing the NHPA.

As demonstrated below, each of the above avoidance alternatives has been evaluated and determined not to be feasible and prudent.

Do Nothing

The text shown in italics is the required findings for this alternative of the programmatic evaluation. The discussion following the findings presents the supporting facts and information.

Do-Nothing (No-Build Alternative). The No-Build Alternative has been studied. The No-Build Alternative ignores the basic transportation need. For the following reasons, this alternative is not feasible and prudent:

- a. *Maintenance: The No-Build Alternative does not correct the situation that causes the bridge to be structurally deficient or deteriorated. These deficiencies can lead to*

sudden collapse and potential injury or loss of life. Normal maintenance is not considered adequate to address the situation.

- b. Safety: The No-Build Alternative does not correct the situation that causes the bridge to be considered deficient.*

Under the No-Build Alternative, there would be no structural or physical changes to the bridge. Maintenance activities would continue along with vehicular use. This would not meet the project purpose “to provide a bridge across the Albion River that meets modern seismic safety standards, provides safe and reliable multimodal access, and minimizes ongoing maintenance costs.”

In addition, the No-Build Alternative would not correct the functional, safety and structural deficiencies of the bridge described in the project need. The existing bridge does not meet Mendocino County Local Coastal Program (LCP) standards for shoulder width or provide for safe passage for pedestrians and bicyclists across the bridge. The bridge is located within an area subject to flooding as a result of tsunami inundation, storm surges, and sea level rise. As a result, the bridge is vulnerable to damage due to the closely spaced bridge supports, which have the potential to catch incoming or outgoing debris, causing damage to the bridge. The wooden rails are also deficient and not capable of resisting current safety impact loading requirements, which is a safety concern in the event of collision on the bridge. Under the No-Build Alternative, the bridge would continue to deteriorate, possibly resulting in bridge closure and loss of a critical link of SR 1 along the Mendocino Coast.

For these reasons, the No-Build Alternative is not considered prudent.

Build a New Structure at a Different Location Without Affecting the Historic Integrity of the Old Bridge, as Determined by Procedures Implementing the NHPA.

The text shown in italics is the required findings for this alternative of the programmatic evaluation. The discussion following the findings presents the supporting facts and information.

Build on New Location without Using the Old Bridge. For one or more of the following reasons, this alternative is not feasible and prudent:

- a. Terrain: The existing bridge structure has already been located at the only feasible and prudent site (i.e., a gap in the landform and the narrowest point of the river canyon). To build a new bridge at another site would result in extraordinary bridge and approach engineering and construction costs and/or extraordinary disruption to established traffic patterns.*
- b. Adverse Social, Economic, or Environmental Effects: Building a new bridge away from the present site would result in social, economic, or environmental impacts of extraordinary magnitude.*
- c. Engineering and Economy: Where difficulty associated with the new location is less extreme than those encountered above, a new site would not be feasible and*

prudent where cost and engineering difficulties reach extraordinary magnitude. Factors supporting this conclusion include significantly increased roadway and structure costs, serious foundation problems, or extreme difficulty in reaching the new site with construction equipment. Additional design and safety factors to be considered include an ability to achieve minimum design standards or to meet requirements of various permitting agencies, such as those involved with navigation, pollution, and the environment.

- d. Preservation of Old Bridge: It is not feasible and prudent to preserve the existing bridge, even if a new bridge were to be built at a new location. This could occur when the historic bridge is beyond rehabilitation for a transportation or an alternative use, when no responsible party can be located to maintain and preserve the bridge, or when a permitting authority, such as the U.S. Coast Guard (USCG), requires removal of the old bridge.*

In order to build a new structure at a different location without affecting the historic integrity of the bridge, the existing SR 1 corridor through Albion would need to be moved to a different location. Sensitive coastal resources and topography prevent SR 1 from being relocated farther west than what is currently being proposed. The nearest existing Albion River crossing is over five miles east of the existing bridge along Albion Ridge Road. Therefore, an alternative was considered that would relinquish the existing SR 1 and Albion River Bridge to a local jurisdiction and construct SR 1 and a new bridge between the community of Albion and the Albion Ridge Road crossing. This alternative would have required extensive new agreements and ROW to be acquired by Caltrans.

The relinquishment of any portion of a state highway to a local jurisdiction would likely require consent of that local jurisdiction through legislative resolution. Neither Mendocino County nor any other local agency or jurisdiction have expressed an interest in assuming all rights, title, and interest of the state in and to this segment of SR 1. In addition, under Section 73 of the Streets and Highway Code, SR 1 cannot be relinquished to a local jurisdiction until Caltrans has placed the highway into a “state of good repair.” Additionally, since this alternative would require constructing a new highway through largely undeveloped rangeland east of the community of Albion, this alternative could potentially have greater environmental impacts than the alternatives currently being considered on several resources, including land use, biological resources, water quality, noise, air quality, visual, transportation, induced vehicle miles traveled, and potentially archaeological resources. Therefore, this alternative is not considered prudent.

Rehabilitate the Historic Bridge Without Affecting the Historic Integrity of the Structure, as Determined by Procedures Implementing the NHPA.

The text shown in italics is the required findings for this alternative of the programmatic evaluation. The discussion following the findings presents the supporting facts and information.

Rehabilitation without Affecting the Historic Integrity of the Bridge.

- a. The bridge is so structurally deficient that it cannot be rehabilitated to meet minimum acceptable load requirements without affecting the historic integrity of the bridge.*

- b. The bridge is seriously deficient geometrically and cannot be widened to meet the minimum required capacity of the highway system on which it is located without affecting the historic integrity of the bridge. Flexibility in the application of the American Association of State Highway and Transportation Officials (AASHTO) geometric standards should be exercised as permitted in 23 CFR Part 625 during the analysis of this alternative.*

The bridge consists of a steel, rigid-connected Baltimore petit deck truss span that measures 130 feet long. The remainder of the 969-foot-long bridge is timber stringer and timber truss spans with reinforced concrete tower bents placed adjacent to the main channel. The steel truss dates to 1929, but it was refabricated in 1944 for inclusion on this bridge. The bridge is listed in the California Register of Historical Resources and National Register of Historic Places and has several character-defining features, including the timber deck superstructure supported by the steel and timber truss structure, the painted timber wheelstop (guardrail) and the posts that align with the major elements of the substructure, and the entire substructure.

The bridge has been in service since 1944 and has outlived its design service life. According to the Bridge Inspection Reports for the Albion River Bridge (Caltrans 2021, 2022b), the bridge is in a poor and deteriorating condition, has a low load rating, and is not an appropriate design for the harsh marine environment in which it is located. The bridge is a 34-span bridge with timber deck and AC surface, riveted steel deck truss, and timber tower substructure. Deficiencies exist in the timber deck and timber elements, including rotting and decay in the timber decks, and checking (cracks) and deterioration of the preservative treatment on the timber trestle elements. The marine environment causes significant corrosion on the connection bolts that hold the timber members in place. The substructure and superstructure condition are rated Poor (on a classification scale of Good, Fair and Poor as defined by the FHWA). Further, the bridge has a sufficiency rating, a measure of the bridge's overall structural health, of 31.3 (poor) out of a possible 100 (very good) using FHWA criteria. The bridge and roadway approach north of the bridge have insufficient stopping sight distance, resulting in a public safety issue.

- A sharp horizontal curve (hazardous turn condition) exists immediately north of the bridge.
- The bridge's steel truss main span is fracture critical. If a fracture critical component were to fail, it could cause the bridge to collapse.
- The bridge does not meet modern seismic performance standards and is vulnerable to damage or catastrophic failure in the event of an earthquake.
- The live load carrying capacity of the bridge is insufficient for certain permitted loads.
- The bridge is bordered by wooden bridge rails that are not capable of resisting current safety impact loading requirements and no standard rail can be attached to the existing wooden bridge deck.

- The bridge has a history of advanced corrosion to the exposed portions of the bolted timber connections and due to the harsh marine environment, bolted connections require ongoing routine replacement.
- The bridge lacks a sufficient shoulder width and does not provide safe passage for pedestrians and bicyclists.
- The bridge is located within an area subject to flooding and, due to the closely spaced bridge supports, is susceptible to damage from tsunamis, storm surges and sea level rise.

Rehabilitation of the bridge to address the geometric and structural deficiencies and achieve minimum design standards would require significant changes to the historic character-defining features of the bridge. Rehabilitation would not be a feasible and prudent avoidance alternative because it would affect the historic integrity of the bridge, would not meet the project's basic purpose, needs, and objectives, and would not avoid a significant adverse impact on a Section 4(f) resource.

5.1.2.4 Measures to Minimize Harm to the Albion River Bridge

This programmatic Section 4(f) evaluation provides that the proposed action includes all possible planning to minimize harm. For bridges being replaced, this has occurred when planning to minimize harm includes the following:

For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge.

- In this case, the relinquishment of any portion of a state highway to a local jurisdiction would likely require consent of that local jurisdiction through legislative resolution. Neither Mendocino County nor any other local agency or jurisdiction have expressed an interest in assuming all rights, title, and interest of the state in and to this segment of SR 1. In addition, under Section 73 of the Streets and Highway Code, SR 1 cannot be relinquished to a local jurisdiction until Caltrans has placed the highway into a "state of good repair".

For bridges that are adversely affected, agreement among the SHPO, ACHP, and FHWA is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project. This programmatic Section 4(f) evaluation does not apply to projects where such an agreement cannot be reached.

- For bridges that are adversely affected, agreement among the SHPO, ACHP, and FHWA is reached through the NHPA Section 106 process on measures to minimize harm and those measures are incorporated into the project. In this case, Caltrans has been assigned responsibilities by FHWA and has notified the ACHP of the adverse effect and the ACHP did not participate in the consultation.

Caltrans will be continuing consultation with the SHPO on the adverse effect and resolution of the adverse effect; and will develop mitigation measures in consultation with the SHPO and other stakeholders. Mitigation measures will be presented in a Programmatic Agreement pursuant to Section 106 PA Stipulation XI, 36 CFR 800.6(a) and 800.6(b)(1).

5.1.2.5 Coordination Conducted for the Albion River Bridge

Consultation with the SHPO and coordination with cultural resources stakeholders (e.g., historical societies) has been initiated by Caltrans, and Caltrans will be continuing consultation with the SHPO on the adverse effect and resolution of the adverse effect, with the SHPO and other stakeholders.

Section 4(f) Consultation and Coordination

Notification letters were sent to twenty-six individuals from seventeen Native American tribes and eight historical societies and government agencies requesting information regarding cultural resources that may be located along the Albion River Bridge or along the Albion River. Consultation was initiated in March and April 2013 and continued through 2014, 2015 and 2016 and 2022. In March 2023, consultation was reinitiated in response to a change in the project study area and project description. Copies of this correspondence are included in Attachment 1, Letters and Other Correspondence.

5.1.2.6 Concluding Statement for the Albion River Bridge

The project would result in a Section 4(f) use of the Albion River Bridge. However, given the above considerations, there is no feasible and prudent alternative to the use of the Albion River Bridge. The project includes all possible planning to minimize harm to the Albion River Bridge resulting from such use by continuing consultation with the SHPO and stakeholders on the adverse effect and development of mitigation measures.

Chapter 6 Albion River Proposed De Minimis Impact Determination

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

6.1 Description and Significance of the Albion River

In 2003, approximately three miles of the Albion River were included in the California Wild and Scenic Rivers Act (Public Resources Code Section 5093–54 et seq.). The river was designated as “recreational” from 0.25 mile upstream of its confluence with Deadman Gulch downstream to its mouth at the Pacific Ocean (Figure 3). While not included in the National Wild and Scenic Rivers Act (16 USC 1271), the Albion River is included in the California state system (California Public Resources Code Section 5093.53c). Both systems define recreational rivers as “...those rivers or segments of rivers that are readily accessible by road or railroad, that may have some development along their shorelines, and that may have undergone some impoundment or diversion in the past.”

The river originates approximately 12 miles inland in the Coast Range and drains an area of approximately 43 square miles. The Albion River is tidally influenced to approximately 5 miles upstream from the estuary, which is protected by the rock headland, allowing the mouth of the river to remain open to the sea year-round (Downie et al. 2004).

River-related recreational activities include diving, fishing, crabbing, and boating (kayaking, canoeing, and other small watercraft). The fishing season extends all year depending on the species and season. The boating season on the river is typically spring and fall for kayaking and canoeing, while small, motorized watercraft can operate year-round between the marinas and ocean.

The riverbanks and beach area in the project vicinity are privately owned. Camping and boat rentals are available at the Albion River Campground and Marina and Schooner's Landing Marina (temporarily closed with no known opening date). The Albion River Campground and

Marina allows public access for non-campers as long as they do not park on campground property or use the campground facilities. Other recreational opportunities include hunting, wildlife watching, naturalist pursuits, and photography. The river is also a navigable river to a point three miles from its mouth and a public way under the California Harbors and Navigation Code Sections 100–106.

While SR 1 is the primary access route for recreation activities on the river, there is no direct access from the roadway to the river because of the steep slopes. Public access is primarily from the privately owned Albion River Campground and Marina and Schooner's Landing Marina via the Albion River North Side Road. Other access points do exist; however, they are all from privately owned property.

Designation of a river does not in itself invoke Section 4(f), unless there is a Section 4(f) nexus. In the case of the Albion River, this portion of the river is managed for recreational purposes and therefore is subject to the requirements of Section 4(f). However, the project would not permanently alter the river segment's ability to meet its recreational designation. Following the completion of construction, recreational activities on the Albion River would not be affected and would be expected to continue similar to existing conditions.

6.2 Impacts on the Albion River

Although the river would not be incorporated into a transportation facility, a *de minimis* finding is presented below.

Although there would be minimal potential direct use, construction of the project would occur year-round and, depending on the alternative, is estimated to require three to five years to complete. Construction would occur year-round and would temporarily coincide with part or all of the diving, fishing, and boating (e.g., kayaking, canoeing, and other small watercraft) seasons in the project area. The fishing season in the project area extends all year. The boating season on the Albion River is typically spring and fall for kayaking and canoeing, whereas small, motorized watercraft can operate in the river year-round between the marina and ocean. The Albion River outlet would remain open during construction, except when closures are necessary to facilitate bridge construction or bridge removal. Outlet closures are currently anticipated to range from approximately 90 days to 130 days depending on the alternative selected. Because the project may potentially interfere with the key recreational activities, features, and attributes Caltrans has made a preliminary determination that the proposed project would have a *de minimis* impact of this Section 4(f) resource.

All replacement alternatives would require temporary construction work trestles. Temporary fencing may be placed at various locations along the edge of the Albion Campground perimeter access road with designated pedestrian access openings established at various locations for safety. The existing Albion River North Side Road would remain open to the public and would provide construction access for light duty vehicles accessing Albion Campground.

Intermittent traffic delays on SR 1 would occur during construction of the project. Traffic delays could temporarily interfere with public access to the Albion River recreation sites accessed from

SR 1, including Albion River North Side Road access to Schooner's Landing Marina (temporarily closed) and Albion Campground, but would not ultimately inhibit or prevent access to these recreational sites. The dock and marina located along the north shoreline of the Albion River east (upstream) of the project site and adjacent to the Albion Campground, would remain open and accessible to the public during construction. The Albion Campground office, parking lot, restrooms and picnic area would also remain open and accessible during construction.

Because the time needed for construction would extend over several (3–5) years, recreational access to the river would be maintained except for brief periods on the order of a day or a few days when necessary to construct falsework, cofferdams, temporary construction trestles, and piers. Although these elements would remain in the river for the duration of bridge construction, recreational use under the bridge would continue, and recreational activity upstream of the bridge would not be affected. There would be no change in ownership of the land (i.e., the publicly accessible Albion River).

As stated above, potential impacts on recreational opportunities during construction along the Albion River in the project area would be temporary, with all Build Alternatives having similar impacts on the Albion River. However, because recreational resources may be impacted by a number of factors, including potential sensory impacts such as aesthetics, air quality, and noise, an analysis was done to determine if there would be any proximity impacts that would rise to the level of substantial impairment and constitute a constructive use. Aesthetics, air quality, and noise impacts would be similar under the new conditions as under current conditions, and as discussed below the project would not result in a constructive use of the resource. Access for recreational and navigational purposes would be as it was pre-project. More detailed discussions of these impacts are provided in the applicable technical reports prepared for the project.

6.2.1 Accessibility

Access through the Albion Campground's vehicle and pedestrian paths would be limited during bridge construction and bridge removal for the safety of construction workers and the public. Additionally, given the safety concerns with pedestrians walking underneath and around an active construction zone, no visitor access to Albion Beach via the Albion Campground would be permitted during the life of the construction period (i.e., 785 to 1,270 working days depending on the alternative selected).

The free-flowing condition of the river would not be affected upstream or downstream of the construction limits necessary for bridge replacement and removal. During project construction, dewatering of work zones (e.g., cofferdams) within some shored areas would be required and steel piles to support the temporary trestles would be present within the river channel. However, these structures would be temporary and would not restrict the flow of the Albion River through the project limits and to the ocean.

Following the completion of construction, no new structures would be placed that would result in a substantial backflow during a flood event. Additionally, with the exception of the lower portion of the existing concrete tower foundation on the north shore of the river, existing bridge pilings

and foundations would be removed to 3 feet below bed of channel, which would reduce resistance and blockage of water moving downstream in a flood event. The concrete tower foundation on the north shore would be left in place to promote static geomorphic conditions. As such, the project would not affect the free-flowing nature of the Albion River.

6.2.2 Aesthetics

The project consists of removing and replacing the existing bridge. Although the Build Alternatives would replace the existing historical wooden trestle bridge with either a modern arch or non-arch design bridge, they would open the view under the bridge making the river, cove, and landforms beyond the bridge more visible (Earthview Science 2024). The Build Alternatives would also include a separated pedestrian walkway on the west side of the new structure. Regardless of the project alternative selected, the changes in the visual appearance of the bridge and its effect on the setting of the Albion River in the project area would not affect the ability of the Albion River to meet its recreational designation.

After construction, the project site would be much as it was previously: a bridge spanning the Albion River. None of the existing uses would be changed. Temporary trestles would be removed from the river.

6.2.3 Air Quality

Air Quality Report prepared for the project determined that dust would be generated during grading and construction operations (Caltrans 2023c). Temporary increases in emissions that are expected to occur during the construction phase typically fall into two main categories:

- *Fugitive Dust:* A major emission from construction due to ground disturbance. All air districts and the California Health and Safety Code (Sections 41700–41701) prohibit “visible emissions” exceeding three minutes in one hour. This applies not only to dust but also to engine exhaust. In general, this is interpreted as visible emissions crossing the ROW line. Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site may deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions may vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.
- *Construction equipment emissions:* Diesel exhaust particulate matter is a California-identified toxic air contaminant, and localized issues may exist if diesel-powered construction equipment is operated near sensitive receptors.

To reduce the potential for air quality impacts resulting from project construction, the following measures would be implemented during project construction.

- The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9. Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
- Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by CA Code of Regulations Title 17, Section 93114.
- Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.
- A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.
- Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Disturbed areas will be stabilized as soon as practical after grading to reduce windblown PM in the area.
- The MCAQMD rule 1-430 prohibits the handling, transportation, or open storage of materials, or the conduct of other activities in such a manner that allows or may allow unnecessary amounts of particulate matter to become airborne except under the following circumstances:
 - Reasonable precautions shall be taken to prevent particulate matter from becoming airborne, including, but not limited to, the following provisions:
 - Covering open bodied trucks when used for transporting materials likely to give rise to airborne dust.
 - Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials.

- The screening of all open-outdoor sandblasting and similar operations.
- The use of water or chemicals for the control of dust during the demolition of existing buildings or structures.
- The following airborne dust control measures shall be required during all construction operations, the grading of roads, or the clearing of land.
 - All visibly dry disturbed soil road surfaces shall be watered to minimize fugitive dust emissions.
 - All unpaved surfaces, unless otherwise treated with suitable chemicals or oils, shall have a posted speed limit of 10 miles per hour.
 - Earth or other material that has been transported by trucking or earth moving equipment, erosion by water, or other means onto paved streets shall be promptly removed.
 - Asphalt, oil, water or suitable chemicals shall be applied on materials stockpiles, and other surfaces that can give rise to airborne dusts.
 - All earthmoving activities shall cease when sustained winds exceed 15 miles per hour.
 - The operator shall take reasonable precautions to prevent the entry of unauthorized vehicles onto the site during non-work hours.
 - The operator shall keep a daily log of activities to control fugitive dust.

The Air Quality Report (Caltrans 2023c) report found that the project would not result in changes to the traffic volume, fleet mix, speed, or any other factor that would cause an increase in long-term emissions relative to the No-Build Alternative; therefore, the project would not cause an increase in operational emissions. No minimization measures are recommended for operational emissions.

6.2.4 Noise

The Noise Study Report prepared for the project (Caltrans 2024) determined that construction activities would result in temporary increases to noise and vibration at adjacent receptors. The beach area and picnic areas near the bridge would be exposed to high noise levels during pile driving for the new bridge foundation and temporary work structures. These areas may also be exposed to elevated noise levels during other construction phases.

To reduce the potential for noise impacts resulting from project construction, the following measures would be implemented during project construction.

- When feasible, noise-generating construction activities shall be restricted to between 7:00 a.m. and 7:00 p.m. Monday through Saturday, with no construction occurring on

Sunday or Federal holidays. If work is necessary outside of these hours, notifications shall be made to interested parties in advance and additional noise controls shall be implemented where practical and feasible.

- All internal combustion engine driven equipment shall be equipped with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines within 100 feet of residences shall be strictly prohibited.
- "Quiet" air compressors and other "quiet" equipment shall be utilized where such technology exists.
- Provide acoustic shielding around pile driving hammers.

The traffic noise modeling provided in the Noise Study Report prepared for the project (Caltrans 2024) indicates that the loudest operational traffic noise levels (i.e., post-construction conditions) will remain below the noise abatement criterion of 67 dBA $L_{eq}(h)$ and would not result in a substantial increase in noise at any land uses within the project area. Therefore, traffic noise impacts are not predicted for these areas. Accordingly, noise abatement does not need to be considered.

6.2.5 Summary of Impacts

The U.S. Coast Guard (USCG) has authority under the General Bridge Act of 1946, as amended, to permit the location and clearances of bridges over navigable waters of the United States; as part of this authority, the USCG must approve clearances provided for navigation through or under the bridge spans associated with falsework and construction activities. Through access on the Albion River, for both recreational and other purposes, would be maintained during and after construction consistent with requirements of the USCG. On May 16, 2023, the USCG provided a letter notifying Caltrans of USGC preliminary support for replacing the existing bridge (Attachment 1).

Because there would be no permanent changes to the river, the river would remain both accessible and navigable after construction, the river's status as a recreational river within the State of California Wild and Scenic Rivers Program would not change, and recreational uses of the river would be able to continue. Caltrans has made a preliminary determination that the project would have a *de minimis* impact.

6.3 Agency with Jurisdiction

The agency with jurisdiction for the recreational designation of the Albion River under the California Wild and Scenic Rivers Act is the California Natural Resources Agency (CNRA). Caltrans initiated coordination with the CNRA on July 13, 2023 and provided the finding that the project would not have a permanent adverse effect on the free-flowing characteristics of the Albion River or alter the river's ability to meet its recreational designation under the California Wild and Scenic Rivers Act. In response on July 24, 2023, the CNRA stated that the agency

does not have concerns regarding the project and that the project falls outside the jurisdiction of the California Wild and Scenic Rivers Act. Communication with the CNRA is provided in Attachment 1.

Caltrans will seek concurrence from the CNRA with the determination that the project would result in a *de minimis* finding under Section 4(f).

6.4 Measures to Minimize Harm to the Albion River

- Caltrans would implement a communication plan that provides for notification to the public and applicable agencies (e.g., Coast Guard, California Natural Resources Agency, California Coastal Commission) so that Albion River users are informed of construction activities and planned closures.
- For bicyclists or pedestrians using the bridge as a crossing, users would be accommodated through the project either by joining the vehicle queue or through the lane closure, except during the full bridge closure.
- Construction of the project would not preclude access to the boat launch east of the Albion Campground store.
- Any additional measures developed with the officials with jurisdiction as part of the Section 4(f) process will be included in the Final Environmental Document.

6.5 Preliminary Concluding Statement for the Albion River

Caltrans has made a preliminary determination that implementation of the project would result in a *de minimis* impact on the Albion River. The project would not require acquisition of permanent ROW from the river in portions used for recreation but would require years of construction activity and would be closed to certain recreational activities for brief periods during construction. The land being impacted would be returned to a condition that is at least as good as that which existed prior to the project, and the work will not generate any constructive use or in any way permanently impair the features or affect activities within the river.

Chapter 7 Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination(s)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the project does not permanently use the property and does not hinder the preservation of the property.

7.1 Historic Properties

The Albion River Bridge is the only historic property within the APE with a known adverse effect.

7.1.1 Archaeological Sites

7.1.1.1 CA-MEN-3645

CA-MEN-3645 (P-23-005484) is a precontact archaeological site in the APE. The site contains a low density flaked stone deposit. This site is assumed eligible under Criterion D of the NHPA and therefore, it is valued for the data it contains rather than preservation in place. As such, it is not considered a Section 4(f) resource.

7.1.1.2 CA-MEN-3652H and CA-MEN-3653

Per Section 4(f) guidance: “Section 4(f) applies to archeological sites that are on or eligible for listing on the NRHP, including those discovered during construction, except when the resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. This applies both to situations where data recovery is undertaken and where the FHWA decides, with agreement from the officials with jurisdiction, not to carry out data recovery at the site. (FHWA 2023)” Since archaeological site CA-MEN-3645 (mentioned above) is only important for its data potential, it does not qualify as a Section 4(f) property. Due to access restrictions to CA-MEN-3625H and CA-MEN-3653H, testing and evaluation could not be conducted but will be completed prior to construction when access is granted. However, information obtained to date suggests these sites will also be important only for their data potential, so it is not likely they will qualify as Section 4(f) resources either.

7.2 Recreation Areas

No existing or proposed public parks or wildlife refuges were identified within 0.5 mile of the project area. The PCBR and CCT are existing or planned recreational routes that extend through the project site. Currently, the CCT includes the shoulder of SR 1 through the project area. The Albion River is a designated recreational river within the California system pursuant to Public Resources Code Section 5093.54 et seq. Recreational resources evaluated relative to the requirements of Section 4(f) are shown on Figure 3.

7.2.1 Albion River Campground and Marina

The Albion River Campground and Marina is located on the north bank of the river in the area known as the Albion Flats adjacent to and under the bridge. Facilities available for fees include recreational vehicle (RV) and tent camping, RV rentals, kayak and canoe rental, camp store, snack bar, boat launch, and moorage. The Albion River campground, marina, and beach are privately owned (Albion River Campground and Marina 2023). Because it is privately owned, the property is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

7.2.2 Schooner's Landing Marina

The privately owned Schooner's Landing Marina is located east of the Albion Campground, along the Albion River. The campground is temporarily closed while it is undergoing an extensive restoration project. However, when the campground is open it offers camping, hunting, fishing, kayaking (ocean and up-river), and diving. Fees are charged for day-use and overnight stays. Because it is privately owned, the property is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

7.2.3 Pacific Coast Bike Route and California Coastal Trail

The PCBR is a cycling route that extends from the Canadian border on the north to the Mexican border on the south, serving both long-distance touring and commuters (Figure 3). The PCBR was designated in 1976 by the state of California in commemoration of the 200th birthday of the nation (Caltrans 2016). Caltrans is responsible for determination and signing of the route in California. In Mendocino County, the PCBR follows SR 1, but there are no existing bicycle facilities in this area due to the roadway width and narrow shoulders. Primary access to the PCBR in the project area is along SR 1 from the north and south. Approximately 1 mile of the PCBR lies within the project footprint.

The CCT is planned to extend the length of the California coastline between the Oregon border on the north to the Mexican border on the south (Figure 3). The CCT is a network of public trails for walkers, bikers, equestrians, wheelchair users, and others (Coastwalk 2023). As it is currently used, the majority of the trail in Mendocino County is within the roadway ROW of SR 1, and hikers walk along the roadway shoulders (Coastwalk 2023). At the SR 1 intersection with Albion Little River Road, an alternate route for the trail travels along the Albion Little River Road northeast toward the pygmy forest in Van Damme State Park (Coastwalk 2023). Primary access to the CCT in the project area is along SR 1 from the north and south. Approximately 1

mile of the CCT lies within the project footprint along the existing roadway within the ROW. The CCT is not completed and future improvements and potential realignments are planned. Completion of the CCT is a joint undertaking of the California Coastal Conservancy in cooperation with the California Coastal Commission, California Department of Parks and Recreation, Coastwalk,¹ and other community groups and nonprofits.

7.2.3.1 Impacts on the Pacific Coast Bike Route and California Coastal Trail

The regulations at 23 CFR 774.13 identify exceptions to the requirement for Section 4(f) approvals, including one applicable to bike routes and trails, under the following conditions:

- “Trails, paths, bikeways, and sidewalks that occupy a transportation facility ROW without limitation to any specific location within that ROW, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained” (23 CFR 774.13[f](3)).

Both the PCBR and CCT are within the SR 1 ROW without a specified location within that ROW (there is no dedicated lane). Bridge replacement would not permanently affect the continuity of either the PCBR or CCT. In fact, the Build Alternatives would all accommodate the PCBR and CCT and would provide increased shoulder widths and a 6-foot-wide pedestrian walkway on the bridge. As a result, continuity for the PCBR and CCT would not be affected, and, under 23 CFR 774.13(f)(3), the provisions of Section 4(f) would not be triggered.

7.2.3.2 Concluding Statement for the Pacific Coast Bike Route and California Coastal Trail

As stated above, both the PCBR and CCT are within the SR 1 ROW without a specified location within that ROW, and therefore meet the regulations at 23 CFR 774.13 which identify exceptions to the requirement for Section 4(f). As a result, continuity for the PCBR and CCT would not be affected, and, under 23 CFR 774.13(f)(3), the provisions of Section 4(f) would not be triggered.

¹ Coastwalk is a California-wide nonprofit that is engaged in the long-term, collaborative effort to complete the CCT.

Chapter 8 References

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- Value Management Strategies, Inc. 2013. Final Value Analysis Study Report. D-1 Salmon Creek Bridge and Albion River Bridge Replacement Projects.

Attachment 1 Letters and Other
Correspondence

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
3-6-13	Letter from Caltrans	Ms. Debbie Pilas-Treadway, Environmental Specialist III, NAHC	Ms. Adele Pommerenck, Senior Environmental Planner	Requested any information related to the project area and updated list of contacts for the project area.
3-6-13	Letter from Caltrans	Archaeological Commission, Mendocino County Planning & Building Services	Ms. Adele Pommerenck, Senior Environmental Planner Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Requested any information related to any concerns for archaeological or historic resources within the project area.
3-18-10	Letter from Caltrans	Mendocino County Historical Society	Ms. Adele Pommerenck, Senior Environmental Planner Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Requested any information related to any concerns for archaeological or historic resources within the project area.
3-18-10	Letter from Caltrans	Grace Hudson Museum and Sun House	Ms. Adele Pommerenck, Senior Environmental Planner Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Requested any information related to any concerns for archaeological or historic resources within the project area.
3-18-10	Letter from Caltrans	Mendocino County Museum	Ms. Adele Pommerenck, Senior Environmental Planner Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Requested any information related to any concerns for archaeological or historic resources within the project area.
3-18-13	Letter to Caltrans	Ms. Debbie Pilas-Treadway, Environmental Specialist III, NAHC	Ms. Adele Pommerenck, Senior Environmental Planner	A record search of the sacred lands failed to indicate the presence of Native American cultural resources in the immediate area. The NAHC provided a list of contacts for Mendocino County.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
4-2-14	Letter from Caltrans	Mr. Michael Hunter, Chairperson, Coyote Valley Band of Pomo Indians Ms. Merline Sanchez, Chairperson, Guidiville Band of Pomo Indians Mr. Walter Gray, EPA , Guidiville Band of Pomo Indians Mr. Shawn Padi, Chairperson, Hopland Band of Pomo Indians Mr. Nelson Pinota, Chairperson, Manchester-Point Arena Rancheria Ms. Karen Santana, Environmental Director, Manchester-Point Arena Rancheria Mr. Salvador Rosales, Chairperson, Potter Valley Tribe Mr. Greg Young, Environmental Coordinator, Potter Valley Tribe Mr. Kenneth Wright, President, Round Valley Reservation/Covelo Indian Community Ms. Mona Oandasan, Tribal Real Estate Manager, Round Valley Reservation/Covelo Indian Community Mr. Michael Fitzgerral, Chairperson, Sherwood Valley Rancheria of Pomo Ms. Scarlett Carmona, Tribal Administrator, Sherwood Valley Rancheria of Pomo Ms. Hillary Renick, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo Mr. Emilio Valencia, Chairperson, Stewarts Point Rancheria THPO Mr. Otis Parish, Tribal Historic Preservation Officer, Stewarts Point Rancheria	Ms. Adele Pommerenck, Senior Environmental Planner Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This letter described the proposed project and requested information on any cultural resources within or adjacent to the project area or if any tribal member had concerns about the project. Enclosed a project location map.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
4-2-14	Letter from Caltrans	<p>Ms. Nina Hapner, Environmental Planning Department, Stewarts Point Rancheria</p> <p>Mr. Hawk Rosales, Executive Director, Inter-Tribal Sinkyone Wilderness Council</p> <p>Mr. Romaine Daniels, Chairperson, Yokayo Tribe</p> <p>Ms. Harriet L. Stanley-Rhoades, Noyo River Indian Community</p> <p>Ms. Leona Williams, Chairperson, Pinoleville Pomo Nation</p> <p>Ms. Erika Williams, Section 106 Coordinator, Pinoleville Pomo Nation</p> <p>Mr. Dave Edmunds, Environmental Director, Pinoleville Pomo Nation</p> <p>Ms. Erica Carsons, Tribal Historic Preservation Officer, Pinoleville Pomo Nation</p> <p>Ms. Elizabeth Hansen, Chairperson, Redwood Valley Rancheria of Pomo</p> <p>Ms. Zhao Qui, Cultural Resources Coordinator, Redwood Valley Rancheria of Pomo</p> <p>Mr. Steve Nevarez, Jr., Environmental Coordinator, Redwood Valley Rancheria of Pomo</p> <p>Ms. Dina Bowen-Welsh</p>	<p>Ms. Adele Pommerenck, Senior Environmental Planner</p> <p>Mr. Jeff Haney, Associate Environmental Planner (archaeology)</p>	This letter described the proposed project and requested information on any cultural resources within or adjacent to the project area or if any tribal member had concerns about the project. Enclosed a project location map.
4-8-13	Letter to Caltrans	<p>Mr. Michael Fitzgerrall, Chairperson, Sherwood Valley Rancheria of Pomo</p>	<p>Ms. Adele Pommerenck, Senior Environmental Planner</p> <p>Mr. Jeff Haney, Associate Environmental Planner (archaeology)</p>	This letter states that the project area is within a greater Pomo area, but the Manchester-Point Arena tribe is the most appropriate contact. It furthermore indicates that there is a high likelihood of finding cultural resources within the project area.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
4-10-13	Letter to Caltrans	Mr. Greg Young, Environmental Director, Potter Valley Tribe	Ms. Adele Pommerenck, Senior Environmental Planner Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This letter states that they have no information on known sites or resources in the project area. They recognize all of Mendocino County as sensitive. The letter mentions traditional gathering and the use of pesticides.
4-15-13 1:07 pm	Phone call from Caltrans	Mr. Michael Hunter, Chairperson, Coyote Valley Band of Pomo Indians (707) 485-8723	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message on an answering machine.
4-15-13 1:11 pm	Phone call from Caltrans	Ms. Erica Carsons, THPO, Pinoleville Pomo Nation (707) 463-1454 Lilawa4pomo2@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message on her voice mail.
4-15-13 1:22 pm	Phone call from Caltrans	Ms. Zhao Qui, Cultural Resources Coordinator, Redwood Valley Rancheria of Pomo (707) 485-0361	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	She did not know of any particular resources in this area. She said that if they do not respond, it usually means that they do not have any comments.
4-15-13 1:33 pm	Phone call from Caltrans	Mr. Hawk Rosales, Executive Director Inter-Tribal Sinkyone Wilderness Council (707) 463-6745	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a detailed message on his voice mail.
4-15-13 1:41 pm	Phone call from Caltrans	Mr. Sonny Elliot, Environmental Director, Laytonville/Cahto Tribe (707) 984-6197 ext. 111 Mr. Rochard Smith, Chairperson, Laytonville/Cahto Tribe (707) 984-6197	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message on his voice mail.
4-15-13 1:55 pm	Phone call from Caltrans	Mr. Otis Parish, THPO, Stewarts Point Rancheria (707) 591-0580 ext. 105	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	He said that their northern boundary is the Gualala River. The Albion Bridge is outside of their area of interest.
4-15-13 2:01 pm	Phone call from Caltrans	Ms. Karen Santana, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a detailed message on her voice mail.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
4-15-13 2:07 pm	Phone call from Caltrans	Mr. Walter Gray, EPA, Guidiville Band of Pomo Indians (707) 462-3682	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a detailed message on their voice mail.
4-15-13 2:12 pm	Phone call from Caltrans	Ms. Mona Oandasan, Tribal Real Estate Manager, Round Valley Reservation/Covelo Indian Community (707) 983-8077 moandasan@rvit.org	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a detailed message on her voice mail.
4-15-13 2:15 pm	Phone call from Caltrans	Mr. Greg Young, Environmental Director, Potter Valley Tribe (707) 462-1213	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a detailed message on his voice mail.
4-16-13 9:50 am	Phone call to Caltrans	Ms. Bunny Curnett, assistant EPA, Guidiville Band of Pomo Indians (707) 462-3682	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms Curnett said that she was an assistant to Walter Gray, who was away. She remembers the April 2, 2013 letter. They have no concerns about the project.
4-17-13	Letter to Caltrans	Mr. Kenneth Wright, President, Round Valley Reservation/Covelo Indian Community Ms. Mona Oandasan, Tribal Real Estate Manager, Round Valley Reservation/Covelo Indian Community (707) 983-8077	Ms. Adele Pommerenck, Senior Environmental Planner Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This letter addresses both the 8 bridges project (EA 01-0A4600) and Albion bridge replacement project (EA 01-40110). The letter asks that we contact the Bear River Tribe for two bridges and the Manchester-Point Arena Rancheria for four of the bridges (including the Albion Bridge). The Sidehill Viaduct and Cottoneva Creek Bridges are possibly within areas of the Round Valley people and they ask to be contacted if cultural items are found.
4-23-13 1:29 pm	Email to Caltrans	Ms. Mona Oandasan, Tribal Real Estate Manager, Round Valley Reservation/Covelo Indian Community (707) 983-8077	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This email included a copy of the April 17, 2013 letter.
4-25-13 12:51 pm	Email from Caltrans	Mr. Michael Hunter, Chairperson, Coyote Valley Band of Pomo Indians (707) 485-8723 tribalchairman@coyotevalleytribe.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I emailed a copy of the April 3, 2013 letter and project area maps.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
4-25-13 12:55 pm	Email from Caltrans	Ms. Erica Carsons, THPO, Pinoleville Pomo Nation (707) 463-1454 Lilawa4pomo2@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I emailed a copy of the April 3, 2013 letter and project area maps.
4-25-13 1:55 pm	Phone call from Caltrans	Ms. Karen Santana, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message on their answering machine.
4-25-13 1:57 pm	Phone call from Caltrans	Mr. Hawk Rosales, Executive Director Inter-Tribal Sinkyone Wilderness Council (707) 463-6745	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message on his voice mail.
4-25-13 2:00 pm	Phone call from Caltrans	Mr. Sonny Elliot, Environmental Director, Laytonville/Cahto Tribe (707) 984-6197 ext. 111 Mr. Rochard Smith, Chairperson, Laytonville/Cahto Tribe (707) 984-6197	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message on his voice mail.
4-25-13 2:02 pm	Phone call from Caltrans	Mr. Shawn Padi, Tribal Heritage Preservation Officer, Hopland Band of Pomo Indians sPadi@hoplandtribe.com (707) 472-2100 x1405	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message with a receptionist because their voice mail was not working.
4-30-13 10:00 am	Phone call to Caltrans	Ms. Karen Santana, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x412	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Santana left a message on my voice mail stating that she was returning my previous call about the 4-3-13 letter and the bridge replacement project. She said that they have no concerns about the proposed project, but would like to be contacted if cultural remains are found. (707) 882-2788 x412
5-1-13 11:00 am	Phone call from Caltrans	Mr. Shawn Padi, Tribal Heritage Preservation Officer, Hopland Band of Pomo Indians sPadi@hoplandtribe.com (707) 472-2100 x1405	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message with a receptionist because their voice mail was not working.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
5-1-13 1:30 pm	email from Caltrans	Mr. Shawn Padi, Tribal Heritage Preservation Officer, Hopland Band of Pomo Indians sPadi@hoplandtribe.com (707) 472-2100 x1405	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I sent a copy of the April 2, 2013 letter.
6-2-14	Letter from Caltrans	Mr. Michael Hunter, Chairperson, Coyote Valley Band of Pomo Indians Mr. Shawn Padi, Chairperson, Hopland Band of Pomo Indians Mr. Nelson Pinota, Chairperson, Manchester-Point Arena Rancheria Ms. Christine DuKatz, Environmental Director, Manchester-Point Arena Rancheria Mr. Salvador Rosales, Chairperson, Potter Valley Tribe Mr. Greg Young, Environmental Coordinator, Potter Valley Tribe Ms. Leona Williams, Chairperson, Pinoleville Pomo Nation Ms. Erika Williams, Section 106 Coordinator, Pinoleville Pomo Nation Mr. Dave Edmunds, Environmental Director, Pinoleville Pomo Nation Ms. Erica Carsons, Tribal Historic Preservation Officer, Pinoleville Pomo Nation	Ms. Adele Pommerenck, Senior Environmental Planner Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This letter provides an update on the project status and cultural resource studies, which identified one prehistoric archaeological site and two historic period sites within the survey area. Furthermore, it states that, while it is Caltrans policy to avoid impacts to cultural resources whenever possible, subsurface testing may be needed for sites that cannot be avoided by the proposed project.
6-23-14 1:47 pm	Phone call from Caltrans	Ms. Christine DuKatz, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message on the voice mail system.
6-23-14 1:50 pm	Phone call from Caltrans	Ms. Christine DuKatz, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke with a receptionist, who said that Ms. DuKatz no longer works for them. Their new Environmental Director is Natalie Smith. She transferred me to her voice mail where I left a message.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
6-23-14 1:56 pm	Phone call from Caltrans	Mr. Michael Hunter, Chairperson, Coyote Valley Band of Pomo Indians (707) 485-8723 tribalchairman@coyotevalleytribe.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke with a receptionist, who took a message.
6-23-14 1:59 pm	Phone call from Caltrans	Mr. Shawn Padi, Tribal Heritage Preservation Officer, Hopland Band of Pomo Indians sPadi@hoplandtribe.com (707) 472-2100 x1405	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a detailed message on his voice mail.
6-23-14 2:01 pm	Phone call from Caltrans	Mr. Greg Young, Environmental Director, Potter Valley Tribe (707) 462-1213	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
6-23-14 2:08 pm	Phone call from Caltrans	Ms. Erica Carsons, THPO, Pinoleville Pomo Nation (707) 463-1454 Lilawa4pomo2@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Carsons is out on leave. Their Vice Chairperson is filling in for her. A receptionist took a detailed message.
6-25-14 2:37 pm	Phone call to Caltrans	Mr. Eddie Knight, THPO, Coyote Valley Band of Pomo Indians (707) 972-8939	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Mr. Knight left a message returning my call to the chairperson yesterday.
6-26-14 9:49 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
6-26-14 10:11 am	Phone call from Caltrans	Mr. Shawn Padi, Tribal Heritage Preservation Officer, Hopland Band of Pomo Indians sPadi@hoplandtribe.com (707) 472-2100 x1405	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message
6-26-14 10:14 am	Phone call from Caltrans	Mr. Greg Young, Environmental Director, Potter Valley Tribe (707) 462-1213	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	A receptionist said that he will not be back until Monday.
6-26-14 10:18 am	Phone call from Caltrans	Pinoleville Pomo Nation (707) 463-1454	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke to a receptionist again. The Vice Chairperson is Angela James, but she was not in the office. I left another detailed message.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
6-26-14 10 :42 am	Phone call to Caltrans	Mr. Eddie Knight, THPO, Coyote Valley Band of Pomo Indians (707) 972-8939	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Mr. Knight remembered the June 2, 2014 letter. He thought that they had sent a letter reply indicating that the bridge is outside of their area and a more appropriate group would be the Manchester-Point Arena. He said that he would re-send the letter.
7-2-14 1:45 pm	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke with the Tribal Administrator and left a message for Ms. Smith.
7-2-14 1:55 pm	Phone call from Caltrans	Mr. Shawn Padi, Tribal Heritage Preservation Officer, Hopland Band of Pomo Indians sPadi@hoplandtribe.com (707) 472-2100 x1405	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
7-2-14 1:57 pm	Phone call from Caltrans	Mr. Greg Young, Environmental Director, Potter Valley Tribe (707) 462-1213	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
7-2-14 1:45 pm	Phone call from Caltrans	Ms. Angela James, Vice Chairperson, Pinoleville Pomo Nation (707) 463-1454	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke with a receptionist and left a message.
7-7-14 10:55 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke with a receptionist, who said that everyone was busy last week, which may be the reason no one called me back. She said that Ms. Smith was not in the office and transferred me to her voice mail where I left a message.
7-9-14 9:20 am	Phone call to Caltrans	Mr. Greg Young, Environmental Director, Potter Valley Tribe (707) 462-1213	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Mr. Young returned my call and said that Albion is outside of their area of concern. He indicated that Olivia Rosales (Transportation Director) is now during cultural reviews.

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Date	Type of communication	Name/representing	Caltrans representative	Comments
7-9-14 1:50 pm	Phone call to Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Smith indicated that she might remember the June 2, 2014 letter. I described that we completed our survey and found one prehistoric site that may need to be tested. She said that they do not have a monitor at this time. We discussed a possible field review in August. She was in the middle of interviews and did not have much time to talk.
7-17-14 1:10 pm	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message on their voice mail.
8-21-14 8:45 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message on their voice mail.
8-21-14 9:55 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Smith said that they would be able to review the draft work plan by the end of this week or early next week. They do not have a monitor yet, but could get someone from a neighboring tribe if necessary. She provided her email address.
8-21-14 10:05 am	email from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I emailed a pdf file of the draft work plan. This email was later returned with an undeliverable error message.
8-25-14 10:00 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message requesting correct email address.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
8-25-14 10:55 am	Phone call/email from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke to Ms. Smith and requested her correct email address. I then re-sent the draft work plan to her.
8-26-14 10:22 am and 2:00 pm	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
8-28-14 8:45 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
9-3-14 9:30 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. William Larson, Associate Environmental Planner (archaeology)	Left a message asking if there were any comments on the draft work plan.
9-30-14 2:05 pm	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
10-1-14 9:20 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.

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Date	Type of communication	Name/representing	Caltrans representative	Comments
10-1-14 11:16 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke to the receptionist. She said that Ms. Smith was in the office, but had stepped out. She said that she would pass on a message to Ms. Smith that I had called.
10-2-14 10:43 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke with Ms. Smith. They might be able to provide a monitor, but she would not know until next Tuesday. I requested a tribal letter indicating that the monitor represents the tribe. She said that, if they cannot provide anyone, then they will find someone from Stewarts Point Rancheria, who they work closely with.
10-7-14 9:10 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message stating that we need to arrange for a monitor for next week.
10-7-14 10:45 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Smith said that they do not have a monitor and she was unable to contact Mr. Reno Franklin at Stewart's Point Rancheria. I asked whether I could try to contact Stewart's Point and she said okay. I indicated that we would still need a letter from the tribe indicating that they design their monitor.
10-7-14 11:00 am	Phone call from Caltrans	Ms. Teresa Romera, Tribal Administrator, Stewart's Point Rancheria (707) 591-0580	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Mr. Franklin is no longer serving as their THPO and she directed me to their current THPO, Mr. Otis Parish, who would be in at 1:00 pm. I left a message.

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Date	Type of communication	Name/representing	Caltrans representative	Comments
10-7-14 10:45 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I called Ms. Smith back and let her know that I was able to reach Stewart's Point Rancheria and that they might be able to provide a monitor. She said that she was comfortable with this and we will wait for them to call back this afternoon.
10-7-14 1:45 pm	Phone call from Caltrans	Mr. Otis Parish, THPO, Stewart's Point Rancheria (707) 591-0580	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Mr. Parish believed that the project area is just too far away for them to provide a monitor. Maybe if it was within 10 miles of the southern Mendocino County line.
10-7-14 1:50 pm	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message stating that Stewarts Point could not provide a monitor and that we may have to use Mr. Jeremy Center from the Fort Bragg area.
10-7-14 1:55 pm	Phone call from Caltrans	Mr. Jeremy Center, monitor (707) 357-1802	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Mr. Center said that he would be available to monitor next week. I told him that I would confirm with Ms. Smith and call back later.
10-7-14 2:20 pm	Phone call to Caltrans	Mr. Jeremy Center, monitor (707) 357-1802	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Mr. Center called back and said that we would have to ask their chairperson, Michael Fitzgerral for permission to use him as a monitor.
10-7-14 2:22 pm	email from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This email restated that Stewart's Point Rancheria could not provide a monitor because the Albion project area is just too far away. The other option is to use Harriet Stanley-Rhoades grandson, who lives at the Noyo River Community in Fort Bragg, but I need to get approval from the Sherwood chairperson to use him. I request that she let me know if she has any concerns or would rather we use someone else.

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Date	Type of communication	Name/representing	Caltrans representative	Comments
10-7-14 2:25 pm	Phone call from Caltrans	Mr. Michael Fitzgerral, Chairperson, Sherwood Valley Rancheria of Pomo (707) 459-9690	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message requesting that we be able to use Mr. Center as a monitor for the Albion project.
10-8-14 9:20 am	Phone call from Caltrans	Mr. Michael Fitzgerral, Chairperson, Sherwood Valley Rancheria of Pomo (707) 459-9690	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Mr. Fitzgerral did not have any issues about allowing Mr. Center to monitor on behalf of the Manchester-Point Arena Rancheria.
10-8-14 11:25 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
10-8-14 1:30 pm	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
10-9-14 11:50 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
10-13-14 9:10 am	Phone call from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.

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Date	Type of communication	Name/representing	Caltrans representative	Comments
10-13-14 11:50 am	Phone call from Caltrans/subsequent email	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	She said that she would prepare a letter designating Jeremy Center as monitor for purposes of this project. I told her that we would have Jeremy take dialing notes and provide her with a copy. She might be able to visit the site when we are out there Wednesday morning. I said that I could email her a map. The map I sent should the site, parking area, and access point.
10-13-14 5:01 pm	Email to Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Smith states that the tribe has terminated her position as EPA Director. She says that the project is not a priority for the tribe and they will “waive this study at this time”.
10-14-14 8:07 am	Email from Caltrans	Ms. Natalie Smith, Environmental Director, Manchester-Point Arena Rancheria (707) 882-2788 x406 nsjc@netzero.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I acknowledge her email and state that the ED may not be completed until 2016 and that project construction may not occur until 2019. The tribe may backfill her position or have a THPO in place in the future. We will continue keeping them informed of the project in the meantime. I ask whether any correspondence should be directed to a tribal administrator or other individual.
Oct 14-19, 2014	field			
3-11-15	Letter from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Ms. Adele Pommerenck, Senior Environmental Planner Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This letter provides an update on the status of the project

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Date	Type of communication	Name/representing	Caltrans representative	Comments
3-17-15	Letter from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Ms. Adele Pommerenck, Senior Environmental Planner Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This cover letter includes a copy of the draft Phase II report prepared for site CA-MEN-3645 and asks for their review and comments.
3-23-15 9:40 am	Phone call from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke with a receptionist, who transferred me to his voice mail, where I left a message.
3-24-15 10:00 am	Phone call from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke with a receptionist, who transferred me to his voice mail, where I left a message.
4-1-15 11:20 am	Phone call from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I just spoke to the receptionist who said that the chairperson was around today, but not in the office right now. She said that were out of the office last week. I explained that we sent a copy of a draft report for Albion and we would like their comments. I also suggested that we could meet with the chairperson if he would like. She said that she would talk with him today.
4-3-15 10:20 am	Phone call from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke again to the receptionist who said that the chairperson was in the field today, but would return in the afternoon. She said that she would look for the draft report and talk with the chairperson today if possible or leave a note.

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Date	Type of communication	Name/representing	Caltrans representative	Comments
4-6-15 10:50 am	Phone call from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message for the receptionist. Their voice mail options have changed and there is no longer an option for choosing someone from the directory.
4-7-15 2:11 pm	Phone call to Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Mr. Cobarrubia left a message returning my call.
4-8-15 1:32 pm	Phone call from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	The receptionist put me through to his voice mail where I left another message.
4-8-15 10:42 am	Email from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Ms. Sara Atchley-Thomas, Associate Environmental Planner (archaeology)	This email was sent on behalf of me to ask whether the tribe has any comments or question on the Albion Bridge Replacement project.
4-9-15 4:23 pm	Email to Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Ms. Sara Atchley-Thomas, Associate Environmental Planner (archaeology)	Mr. Cobarrubia replied that they would like to monitor construction, and have a site visit before construction. They would also like to see any artifacts that have been discovered.
4-9-15 4:31 pm	Email from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Ms. Sara Atchley-Thomas, Associate Environmental Planner (archaeology)	This email asks whether there is a phone number and email where it is best to contact him about a possible site visit.

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Date	Type of communication	Name/representing	Caltrans representative	Comments
4-10-15 8:40 am	Email to Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 jaimecobarrubia@yahoo.com	Ms. Sara Atchley-Thomas, Associate Environmental Planner (archaeology)	The chairperson provides his cell phone number: (707) 734-0712.
4-9-15 9:09 am	Phone call from Caltrans	Ms. Misty Cook, Cultural Resource Specialist, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
4-9-15	Letter from Caltrans	Mr. Michael Fitzgerral, Chairman Ms. Scarlett Carmon, tribal administrator Ms. Hillary Renick, THPO Ms. Misty Cook, Cultural Resource Specialist Sherwood Valley Rancheria of Pomo	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This cover letter includes a copy of the draft Phase II report prepared for site CA-MEN-3645 and asks for their review and comments by April 30, 2015.
4-13-15 8:40 am	Phone call from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 Cell phone (707) 734-0712 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I called the chairperson on his cell phone. He said that he had not reviewed the report, and was not sure if he could look at it this week. I described the site and what was found. I said we could maybe schedule a field review for May and that I would call him next week to see if he had any comments on the report and if we have a better idea of dates for a possible field review.
4-13-15 12:36 am	Phone call from Caltrans	Ms. Misty Cook, Cultural Resource Specialist, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke with Ms. Cook and told her the draft report is in the mail. I gave her some background on the project and said that we were mainly consulting with Manchester-Point Arena. She was pleased that we were consulting with this tribe.

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Date	Type of communication	Name/representing	Caltrans representative	Comments
4-22-15 9:25 am	Phone call from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 Cell phone (707) 734-0712 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
4-28-15 4:51 pm	Email to Caltrans	Ms. Nina Hapner, Director of Environmental Planning, Kashia Band of Pomo	Ms. Liza Walker, Project Coordinator	Ms. Hapner states that she has no concerns about the project, but will share information with their THPO.
4-28-15 7:48 am	Email to Caltrans	Ms. Misty Cook, Cultural Resource Specialist Sherwood Valley Rancheria of Pomo	Ms. Adele Pommerenck, Senior Environmental Planner	Ms Cook requests further consultation and requests involvement in development of the EIR, pre-construction meetings, site visits, and archaeological surveys. She requests a meeting to discuss the project.
4-30-15 3:32 pm	Phone call to Caltrans	Ms. Misty Cook, Cultural Resource Specialist, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Cook left a message stating that they would like to consult further about the Albion bridge replacement project and request that a tribal monitor be present during construction.
5-4-15 8:26 am	Phone call from Caltrans	Ms. Misty Cook, Cultural Resource Specialist, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message.
5-6-15 10:17 am	Phone call from Caltrans	Ms. Misty Cook, Cultural Resource Specialist, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Cook had not completed her review, but said that she would try calling Manchester-Point Arena to confer.
5-14-15 1:15 pm	Phone call from Caltrans	Ms. Misty Cook, Cultural Resource Specialist, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I asked about any review comments on the report. She said that she is still trying to contact the Manchester Point Arena tribe. She said that she spoke with Jeremy Center about it and she may have their Environmental Director also take a look. She would try to have comments by the end of next week.

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Date	Type of communication	Name/representing	Caltrans representative	Comments
5-20-15 12:00 pm	Phone call from Caltrans	Ms. Misty Cook, Cultural Resource Specialist, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Cook said that she had not finished reviewing the Albion report, but might have comments by Friday.
6-30-15	Face-to-face meeting; Caltrans Office in Fort Bragg	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria Ms. Misty Cook, Cultural Resource Specialist, Sherwood Valley Rancheria of Pomo Mr. Javier Silva, Environmental Director, Sherwood Valley Rancheria of Pomo	Mr. Jeff Haney, Associate Environmental Planner (archaeology) Ms. Sara Atchley-Thomas, Associate Environmental Planner (archaeology) Mr. Frank Demling, Project Manager Mr. Friday Ululani, Area Construction Engineer Mr. Al Ortiz, Resident Engineer Mr. Chuck Lees, Resident Engineer	This meeting discussed three projects: Albion River Bridge Replacement, Salmon Creek Bridge Replacement, and Seaside Creek Storm Damage Repair. Topics addressed for the former two projects included a general description of the proposed bridge replacement projects and proposed geotechnical drilling, project schedules, and status of cultural resource studies. Afterwards, there was a discussion of tribal questions and concerns. The main topic discussed for Seaside was construction monitoring.
4-12-16	Letter from Caltrans	Mr. Michael Knight, Chairman Ms. Scarlett Carmon, tribal administrator Ms. Hillary Renick, THPO Ms. Misty Cook, Cultural Resource Specialist Sherwood Valley Rancheria of Pomo	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This cover letter includes a copy of the draft Late Discovery Plan prepared for geotechnical investigation and asks for their review and comments by May 30, 2016.
4-12-16	Letter from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This cover letter includes a copy of the draft Late Discovery Plan prepared for geotechnical investigation and asks for their review and comments by May 30, 2016.
5-4-16 1:20 pm	Phone call from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 Cell phone (707) 734-0712 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message regarding the late discovery plan.

Consultation log

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5-4-16 1:20 pm	Phone call from Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message regarding the late discovery plan.
5-4-16 2:30 pm	Phone call to Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Cook left a message that she accidentally erased my message and asked that I call back.
5-5-16 9:05 am	Phone call from Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I spoke with Ms. Cook who remembers seeing the report, but cannot find it at this time. I told her that I would scan the document and email a pdf file to her.
5-5-16 11:15 am	Email from Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I emailed a scanned pdf copy of the late discovery plan.
5-5-16 11:16 am	Email to Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Received pdf.
5-5-16 3:01 pm	Email to Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Cook states that they received document on April 18 th .
5-9-16 7:30 am	Email from Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I request that they review the document and provide any comments by the end of the month.
5-24-16 9:20 am	Phone call from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria (707) 882-2788 Cell phone (707) 734-0712 jaimecobarrubia@yahoo.com	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a detailed message asking for any comments on the late discovery plan sent in April.
5-24-16 9:24 am	Phone call from Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I left a message asking for any comments on the late discovery plan.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
5-24-16 10:00 am	Phone call to Caltrans	Ms. Misty Cook, Cultural Resource Specialist, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Cook returned my call. She had reviewed the Late Discovery Plan and had one comment. The last sentence on page 3 under consultation mentions that the tribes did not object to the project, but she said that she voiced concern over the northeast side of the bridge where she found a rock that might be an isolated artifact. She would like this to be mentioned. Ms. Cook said that she took a photo and maybe sent it to Sara Atchley. She will try to find the photo. Ms. Cook said that a group was also reviewing the document and they would provide comments in an email and letter at the end of the week.
6-7-16 10:20 am	Phone call from Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Cook restated her comment about the possible isolated artifact she saw on the north side of the bridge. She said that special precautions needed to be taken on this side of the bridge as well. I explained that Sara Atchley was unable to find photo of the rock and Ms. Cook said that she would try to find it. She wanted a template for a late discovery plan and mentioned the SER. She also wanted a copy of the Section 106 PA. She wanted these so that she could make sure that the Albion late discovery plan follows guides and the PA. She said that she would be out of the office until June 24 th , but would be working at home.
6-7-16 10:53 am	email from Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I emailed a copy of the Section 106 PA and mentioned that the SER does not have a template for a late discovery plan.

Consultation log

Date	Type of communication	Name/representing	Caltrans representative	Comments
8-3-16	Letter from Caltrans	Mr. Jaime Cobarrubia, Chairperson, Manchester-Point Arena Rancheria	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This cover letter includes a copy of the final Late Discovery Plan prepared for geotechnical investigation.
8-3-16	Letter from Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Mr. Michael Knight, Chairman Sherwood Valley Rancheria of Pomo	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	This cover letter includes a copy of the final Late Discovery Plan prepared for geotechnical investigation.
8-15-16 3:04 pm	Email to Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	Ms. Cook states that she received the Late Discovery Plan. She goes on to say that we have had several conversations regarding this document and she expressed some concerns. She specifies that one statement in Section D. Consultation states that <i>neither group voiced any objections to either project</i> . In this email she expresses a concern that this statement could be misconstrued as an approval. This is the first time that she expressed concern about this particular statement in the LDP. For the record she states: "Sherwood Valley expressed neither approval nor objection of the project".
8-19-16 9:17 am	Email from Caltrans	Ms. Misty Cook, Tribal Historic Preservation Officer, Sherwood Valley Rancheria of Pomo (707) 367-3225	Mr. Jeff Haney, Associate Environmental Planner (archaeology)	I thanked Ms. Cook for her review and said that I had made the requested change.

NATIVE AMERICAN CONSULTATION LOG

01-40110 Albion River Bridge Replacement; Postmile 43.3/44.2

01-MEN-001, EFIS: 0100000154; SHOPP

Date	Type of Contact	Sent/Rec'd	Caltrans Point of Contact	Point of Contact	Title	Organization	Summary of Contact
7/27/2022	Email	Sent	Kim Tanksley Archaeologist	NAHC	NAHC	NAHC	Requested Sacred Lands file search and Native American contact list
8/30/2022	Email/Letter	Rec'd	Kim Tanksley Archaeologist	Cameron Vella	NAHC	NAHC	No Sacred Sites. Provided lists of contacts.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Mary L. Norris	Chairperson	Cahto Tribe of Laytonville Rancheria	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Michael Hunter	Chairman	Coyote Band of Pomo Indians	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Priscilla Hunter	THPO	Coyote Band of Pomo Indians	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Donald Duncan	Chairman	Guidville Rancheria	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Meyo Marrufo	EPA Director	Guidville Rancheria	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Sonny Elliott	Chairman	Hopland Band of Pomo	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Raymon Billy	THPO	Hopland Band of Pomo	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Dina Bowen-Welsh	n/a	Individual	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Hawk Rosales	Executive Director	Inter-Tribal Sinkyone Wilderness Council	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Dino Franklin	Chairperson	Kashia Band of Pomo Indians of Stewarts Point Rancheria	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Anthony Macias	THPO	Kashia Band of Pomo Indians of Stewarts Point Rancheria	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Jaime Cobarrubia	Chairman	Manchester Band of Pomo Indians	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Harriet Stanley-Rhoades		Noyo Indian Colony	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Leona Williams	Chairwoman	Pinoleville Pomo Nation	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Angela James	THPO	Pinoleville Pomo Nation	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Salvador Rosales	Chairman	Potter Valley Tribe	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Greg Young	EPA Director	Potter Valley Tribe	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Debra Ramirez	Chairwoman	Redwood Valley Band of Pomo	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Josh Martinez	Tribal Administrator	Redwood Valley Band of Pomo	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Beniakem Cromwell	Chairman	Robinson Rancheria of Pomo Indians	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.

NATIVE AMERICAN CONSULTATION LOG

01-40110 Albion River Bridge Replacement; Postmile 43.3/44.2

01-MEN-001, EFIS: 0100000154; SHOPP

Date	Type of Contact	Sent/Rec'd	Caltrans Point of Contact	Point of Contact	Title	Organization	Summary of Contact
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	James Russ	President	Round Valley Reservation	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Patricia Rabano	THPO	Round Valley Reservation	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Melanie Rafanan	Chairman	Sherwood Valley Band of Pomo Indians	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Valerie Stanley	THPO	Sherwood Valley Band of Pomo Indians	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Romayne Daniels	Chairman	Yokayo Rancheria	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
3/29/2023	Letter	Sent	Kim Tanksley Archaeologist	Doreen Mitchell	n/a	Yokayo Rancheria	Discussed project history to date, addition of staging areas and offered to reinstate consultation if desired.
4/13/2023	Phone	Sent	Kim Tanksley Archaeologist	Hawk Rosales	Executive Director	Inter-Tribal Sinkyone Wilderness Council	Phone not in service. Website has invalid contact info.
4/13/2023	Phone	Sent	Kim Tanksley Archaeologist	Dino Franklin	Chairperson	Kashia Band of Pomo Indians of Stewarts Point Rancheria	Phone not in service. Website has invalid contact info.
4/13/2023	Phone	Sent	Kim Tanksley Archaeologist	Jaime Cobarrubia	Chairman	Manchester Band of Pomo Indians	Left message.
4/13/2023	Phone	Sent	Kim Tanksley Archaeologist	Harriet Stanley-Rhoades	n/a	Noyo Indian Colony	Left message.
4/13/2023	Video Call	Rec'd	Kim Tanksley Archaeologist	Valerie Stanley	THPO	Sherwood Valley Band of Pomo Indians	Stanley confirmed the tribe wishes to continue consulting, had no concerns about new staging areas and wishes to monitor for all ground disturbing activities.
4/14/2023	Phone	Sent	Kim Tanksley Archaeologist	Ramon Billy	THPO	Hopland Band of Pomo	Left message.
4/14/2023	Phone	Sent	Kim Tanksley Archaeologist	Jaime Cobarrubia	Chairman	Manchester Band of Pomo Indians	Discussed project. He remembered it and asked about other tribes. I told him Sherwood was consulting. He said he will defer to them but notify him if they are not available or if there are any unexpected finds.
5/22/2023	Phone	Rec'd	Kim Tanksley Archaeologist	Ramon Billy	THPO	Hopland Band of Pomo	Called about Hopland project and during call discussed Albion project. They are not interested in consulting. Defer to Sherwood Rancheria.

NATIVE AMERICAN CONTACTS LIST (2013)

Ms. Merline Sanchez, Chairperson
Guidiville Band of Pomo Indians
P.O. Box 339
Talmage, CA 95481

Mr. Kenneth Wright, President
Round Valley Reservation/Covelo Indian Community
P.O. Box 77826 Covelo Road
Covelo, CA 95428

Ms. Leona Williams, Chairperson
Pinoleville Pomo Nation
500 B Pinoleville Drive
Ukiah, CA 95482

Mr. Michael Hunter, Chairperson
Coyote Valley Band of Pomo Indians
P.O. Box 39
7901 Highway 10
Redwood, CA 95470

Mr. Hawk Rosales, Executive Director
InterTribal Sinkyone Wilderness Council
P.O. Box 1523
Ukiah, CA 95482

Ms. Harriet L. Stanley-Rhoades
Noyo River Indian Community
P.O. Box 91
Fort Bragg, CA 95437

Mr. Rochard Smith, Chairperson
Laytonville Rancheria/Cahto Indian Tribe
P.O. Box 1239
Laytonville, CA 95454

Ms. Elizabeth Hansen, Chairperson
Redwood Valley Rancheria of Pomo
3250 Road I
Redwood, CA 95470

Mr. Emilio Valencia, Chairperson
Stewarts Point Rancheria THPO
1420 Guerneville Road, Ste. 1
Santa Rosa, CA 95403

Mr. Michael Fitzgerral, Chairperson
Sherwood Valley Rancheria of Pomo
190 Sherwood Hill Drive
Willits, CA 95490

Ms. Dina Bowen-Welsh
15701 Pearl Ranch Road
Fort Bragg, CA 95437

Mr. Romaine Daniels, Chairperson
Yokayo Tribe
P.O. Box 362
Talmadge, CA 95481

Mr. Nelson Pinota, Chairperson
Manchester-Point Arena Rancheria
P.O. Box 623
Point Arena, CA 95468

Mr. Salvador Rosales, Chairperson
Potter Valley Tribe
2251 South State Street
Ukiah, CA 95482

Mr. Shawn Padi, Chairperson
Hopland Band of Pomo Indians
3000 Shanel Road
Hopland, CA 95449

From: [Tanksley, Kim@DOT](mailto:Tanksley.Kim@DOT)
To: NAHC@NAHC
Subject: 01-40110 Albion River Bridge Project - NAHC Records Request
Date: Wednesday, July 27, 2022 12:26:00 PM
Attachments: [Sacred Lands - Contact Request 01-40110 Albion Bridge.pdf](#)

Hello,

My name is Kim Tanksley, an archaeologist with the California Department of Transportation. I am working on a project in Mendocino County to repair or replace the Albion River Bridge and respectfully request a Sacred Lands File database search and Native American Contact list for the project area. Please see the official request, on the NAHC form, attached to this email.

If you have any questions, or need additional information. Please don't hesitate to contact me.

Regards,



(Arlene) "Kim" Tanksley
Associate Environmental Planner /
Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region / District 03
(530) 720-8931

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd., Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: 01-40110 Albion River Bridge Replacement Project **Date:** 27 July 2022

County: Mendocino County

USGS Quadrangle Name: Elk, California 7.5 minute USGS Quardrangle 1995 (prov.ed.)

Township: 16N **Range:** 17W **Section(s):** 20, 21, 28, 29

Company/Firm/Agency: California Department of Transportation (Caltrans)

Street Address: 703 B Street

City: Marysville **State:** California **Zip Code:** 95901

Phone: (530) 720-8931 **Fax:** none

Email: kim.tanksley@dot.ca.gov

Project Description: Caltrans, District 1/North Region, is considering design alternatives to replace the Albion River Bridge (Br. #10-00136), which is located along State Route (SR) 1, from postmile (PM) 43.3 to 44.2, between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to either replace or rehabilitate the seismically and structurally deficient Albion River Bridge with a bridge having improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure event. The proposed project requires acquisition of new right-of-way and Temporary Construction Easements (TCEs). There are multiple alternatives under consideration. The cultural resource studies for this project and the survey area utilizes an Environmental Study Limit (ESL) that encompasses potential effects of all alternatives under consideration.

The NAHC was contacted in March, 2013 for a search of the Sacred Lands database and a list of Native American individuals or organization that may be able to share any concerns about the project area. Consultation was undertaken with those on the list provided by the NAHC in March, 2013 and has been ongoing. Pedestrian archaeological surface surveys conducted in May and September 2013 and April 2014, identified one prehistoric archaeological site (CA-MEN-3645) and two historic period archaeological sites (CA-MEN-3652H and-3653H) within the ESL. Subsurface testing was conducted in October, 2014, to determine the depth, antiquity and nature of the cultural deposits identified.

Originally, the project considered four build alternatives. As time has passed, the number of project alternatives has expanded to eleven build alternatives, which includes nine bridge replacement alternatives and two bridge rehabilitation alternatives, as well as one design option. All Bridge Replacement Alternatives would lengthen the existing Spring Grove Road/Albion Ridge Road two-way left turn lane from approximately 360 feet to 435 feet. All Bridge Replacement Alternatives would also realign Albion River North Side Road to intersect Albion Little River Road, approximately 90 feet east of SR 1, in order to improve intersection operation and sight distance. In addition, the horizontal curve immediately north of the existing bridge would be brought to standard (850-foot radius), and the vertical curve near the Albion River Inn would also be improved. The Bridge Rehabilitation Alternatives would not include any road or intersection improvements. Permanent right-of-way would be required for all of the Bridge Replacement Alternatives along the western side of the project between Albion Ridge Road and the Albion River Inn, and on the east side of SR 1 where Albion North Side Road would tie into Albion Little River Road. Additional permanent right-of-way would be needed along SR 1 at the northeast corner of the project limits to accommodate shoulder widening. Temporary Construction Easements (TCEs) would be needed for construction staging and for material and equipment storage for All Build Alternatives. TCEs would also be required to install trestles within and adjacent to the Albion River, to construct access roads, to accommodate shoulder widening along SR 1, and at various driveways along SR 1. Construction staging would occur within State right-of-way, within the boundaries of the Albion River Campground and Marina, and at other potential staging areas that would be pre-approved and permitted for use. This includes existing turnouts at SR 1 PM 42.43 Lt and PM 42.97 Lt.

Due to the expanded number of build alternatives and the passage of time since the last Sacred Lands search, Caltrans is requesting updated information from the NAHC to ensure there is no new information and that consultation continues with all individuals and organizations previously and currently listed.





NATIVE AMERICAN HERITAGE COMMISSION

August 30, 2022

Kim Tanksley
CALTRANS

Via Email to: kim.tanksley@dot.ca.gov

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Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
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Karuk

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Apache

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Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
**Raymond C.
Hitchcock**
Miwok/Nisenan

Re: 01-40110 Albion River Bridge Replacement Project, Mendocino County

Dear Ms. Tanksley:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Cameron.Vela@nahc.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
Cultural Resources Analyst

Attachment

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Native American Heritage Commission
Native American Contact List
Mendocino County
8/30/2022**

Coyote Valley Band of Pomo Indians

Michael Hunter, Chairperson
P.O. Box 39/ 7901 Hwy 10, North Pomo
Redwood Valley, CA, 95470
Phone: (707) 485 - 8723
Fax: (707) 485-1247

Manchester Band of Pomo Indians of the Manchester Rancheria

Jaime Cobarrubia, Chairperson
P.O. Box 623 Pomo
Point Arena, CA, 95468
Phone: (707) 882 - 2788
Fax: (707) 882-3417

Guidiville Indian Rancheria

Donald Duncan, Chairperson
P.O. Box 339 Pomo
Talmage, CA, 95481
Phone: (707) 462 - 3682
Fax: (707) 462-9183
admin@guidiville.net

Noyo River Indian Community

P. O. Box 91 Pomo
Fort Bragg, CA, 95437 Yuki

Hopland Band of Pomo Indians

Sonny Elliott, Chairperson
3000 Shanel Road Pomo
Hopland, CA, 95449
Phone: (707) 472 - 2100
Fax: (707) 744-1506
sjelliott@hoplandtribe.com

Pinoleville Pomo Nation

Erica Carson, Tribal Historic
Preservation Officer
500 B Pinoleville Drive Pomo
Ukiah, CA, 95482
Phone: (707) 463 - 1454
Fax: (707) 463-6601

Hopland Band of Pomo Indians

Ramon Billy, Tribal Historical
Preservation Officer
3000 Shanel Road Pomo
Hopland, CA, 95449
Phone: (707) 472 - 2100
thpo@hoplandtribe.com

Pinoleville Pomo Nation

Leona Willams, Chairperson
500 B Pinoleville Drive Pomo
Ukiah, CA, 95482
Phone: (707) 463 - 1454
Fax: (707) 463-6601

Cahto Tribe

Mary Norris, Chairperson
P.O. Box 1239 Cahto
Laytonville, CA, 95454 Pomo
Phone: (707) 984 - 6197
Fax: (707) 984-6201
mjnorris@cahtotribe-nsn.gov

Potter Valley Tribe

Salvador Rosales, Chairperson
2251 South State Street Pomo
Ukiah, CA, 95482
Phone: (707) 462 - 1213
Fax: (707) 462-1240
pottervalleytribe@pottervalleytribe.com

Cahto Tribe

Sonny Elliot, EPA Director
P.O. Box 1239 Cahto
Laytonville, CA, 95454 Pomo
Phone: (707) 984 - 6197
Fax: (707) 984-6201
Environmental@cahto.org

Redwood Valley or Little River Band of Pomo Indians

Debra Ramirez, Chairperson
3250 Road I Pomo
Redwood Valley, CA, 95470
Phone: (707) 485 - 0361
Fax: (707) 485-5726
rvrsecretary@comcast.net

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 01-40110 Albion River Bridge Replacement Project, Mendocino County.

**Native American Heritage Commission
Native American Contact List
Mendocino County
8/30/2022**

**Robinson Rancheria of Pomo
Indians**

Beniakem Cromwell, Chairperson
P.O. Box 4015 Pomo
Nice, CA, 95464
Phone: (707) 275 - 0527
Fax: (707) 275-0235
bcromwell@rrcbc-nsn.gov

**Round Valley Reservation/
Covelo Indian Community**

James Russ, President
77826 Covelo Road ConCow
Covelo, CA, 95428 Nomlaki
Phone: (707) 983 - 6126 Pit River
Fax: (707) 983-6128 Pomo
tribalcouncil@rvit.org Wailaki
Wintun
Yuki

**Sherwood Valley Rancheria of
Pomo**

Melanie Rafanan, Chairperson
190 Sherwood Hill Drive Pomo
Willits, CA, 95490
Phone: (707) 459 - 9690
Fax: (707) 459-6936
svrthpo@sherwoodband.com

**Sherwood Valley Rancheria of
Pomo**

Valerie Stanley, Tribal Historic
Preservation Officer
190 Sherwood Hill Drive Pomo
Willits, CA, 95490
Phone: (707) 459 - 9690
Fax: (707) 459-6936
svrthpo@sherwoodband.com

Yokayo Tribe

Yokayo Tribe, Chairperson
P.O. Box 362 Pomo
Talmadge, CA, 95481

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 01-40110 Albion River Bridge Replacement Project, Mendocino County.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509

*Flex your power!
Be energy efficient!*

April 2, 2013

Mr. Shawn Padi, Chairperson
Hopland Band of Pomo Indians
3000 Shanel Road
Hopland, CA 95449

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Padi:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

We would appreciate any concerns you have regarding cultural resources and the proposed project. Early identification of potential concerns or issues regarding cultural resources ensures their consideration during the project planning phase. Please notify Jeff Haney, Associate Environmental Planner (archaeology), if you have any information you wish to share regarding the project area as shown on the enclosed maps. You can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Thank you for giving this matter your prompt attention.

Sincerely,

for Susan D. Bauer

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

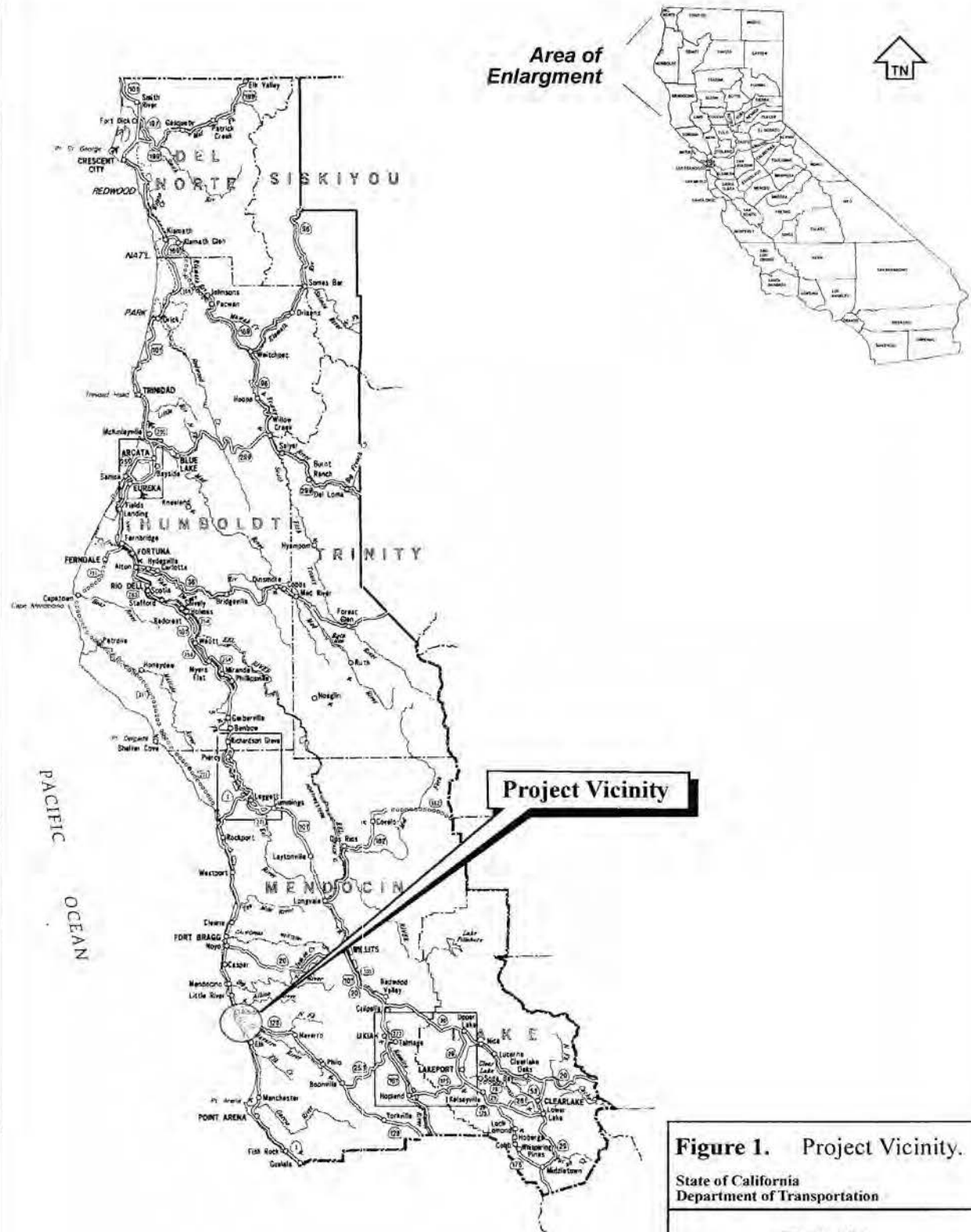

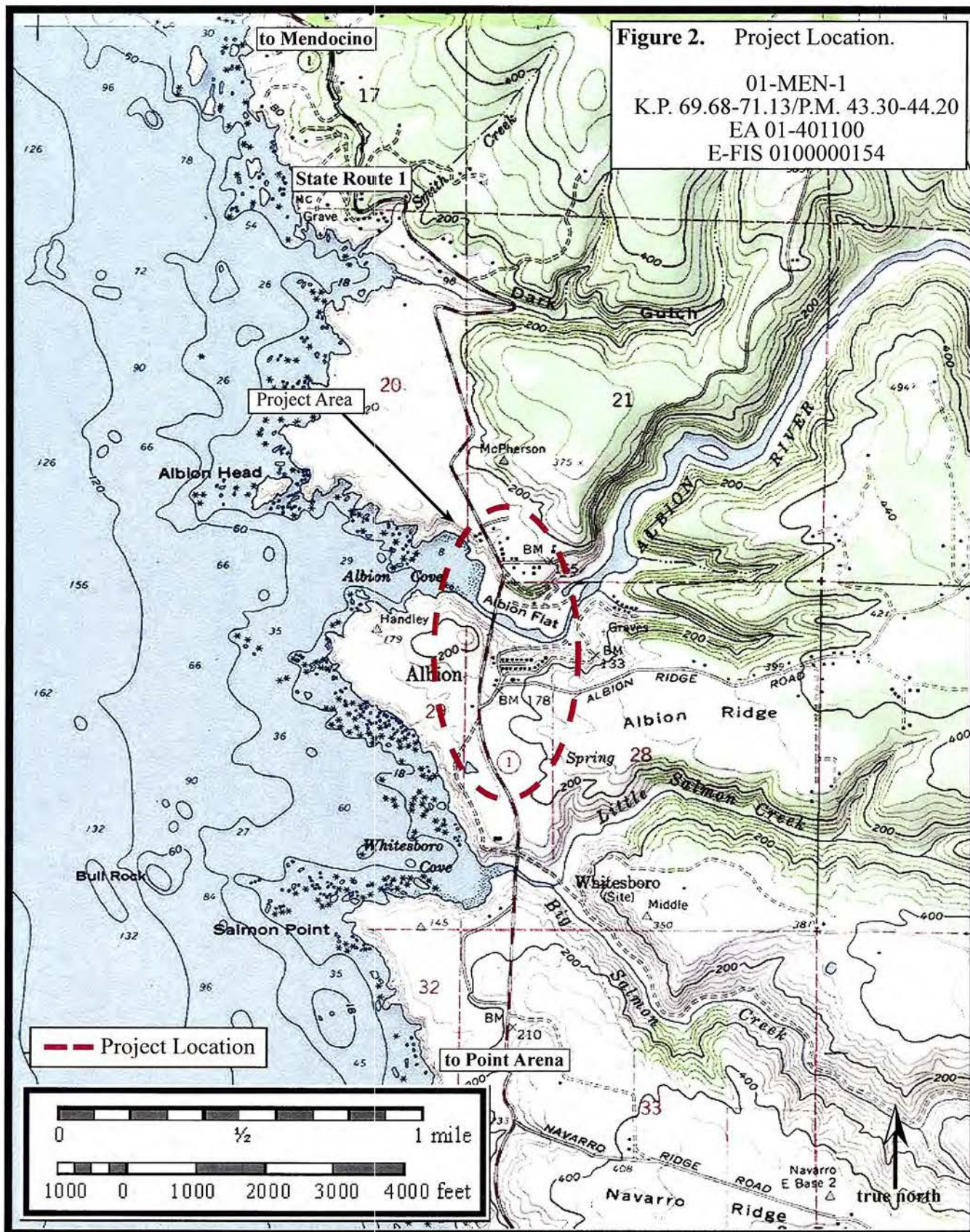


Figure 1. Project Vicinity.
 State of California
 Department of Transportation

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100
 E-FIS 0100000154





Albion, Calif. 7.5 minute USGS Quadrangle 1995 (prov. ed.)

Elk, Calif. 7.5 minute USGS Quadrangle 1995 (prov. ed.)

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509

*Flex your power!
Be energy efficient!*

April 2, 2013

Ms. Leona Williams, Chairperson

Pinoleville Pomo Nation

500 B Pinoleville Drive

Ukiah, CA 95482

01-MEN-1

K.P. 69.68-71.13/P.M. 43.30-44.20

EA 01-401100

E-FIS 0100000154

Dear Ms. Williams:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

We would appreciate any concerns you have regarding cultural resources and the proposed project. Early identification of potential concerns or issues regarding cultural resources ensures their consideration during the project planning phase. Please notify Jeff Haney, Associate Environmental Planner (archaeology), if you have any information you wish to share regarding the project area as shown on the enclosed maps. You can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief

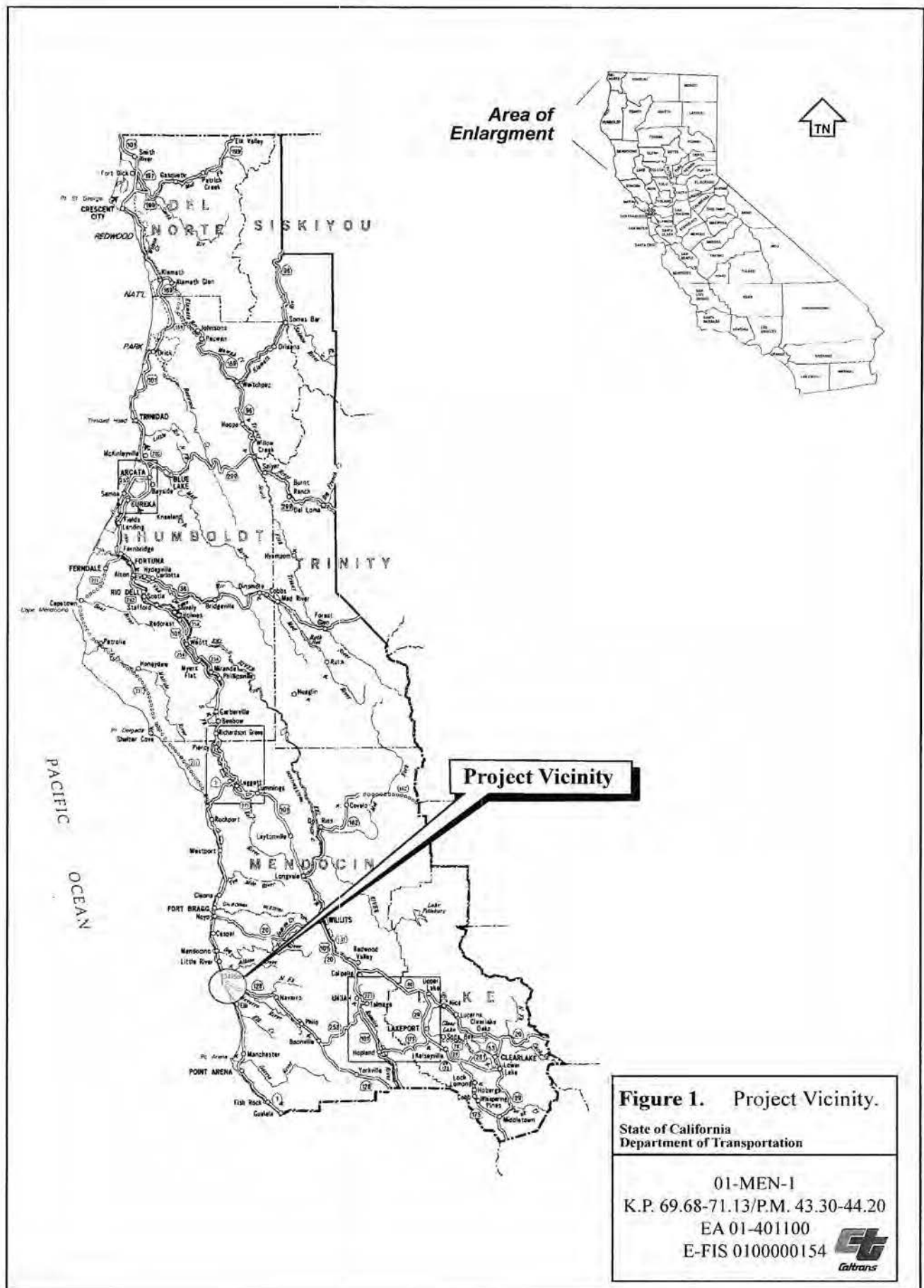
Environmental Management, M2 Branch

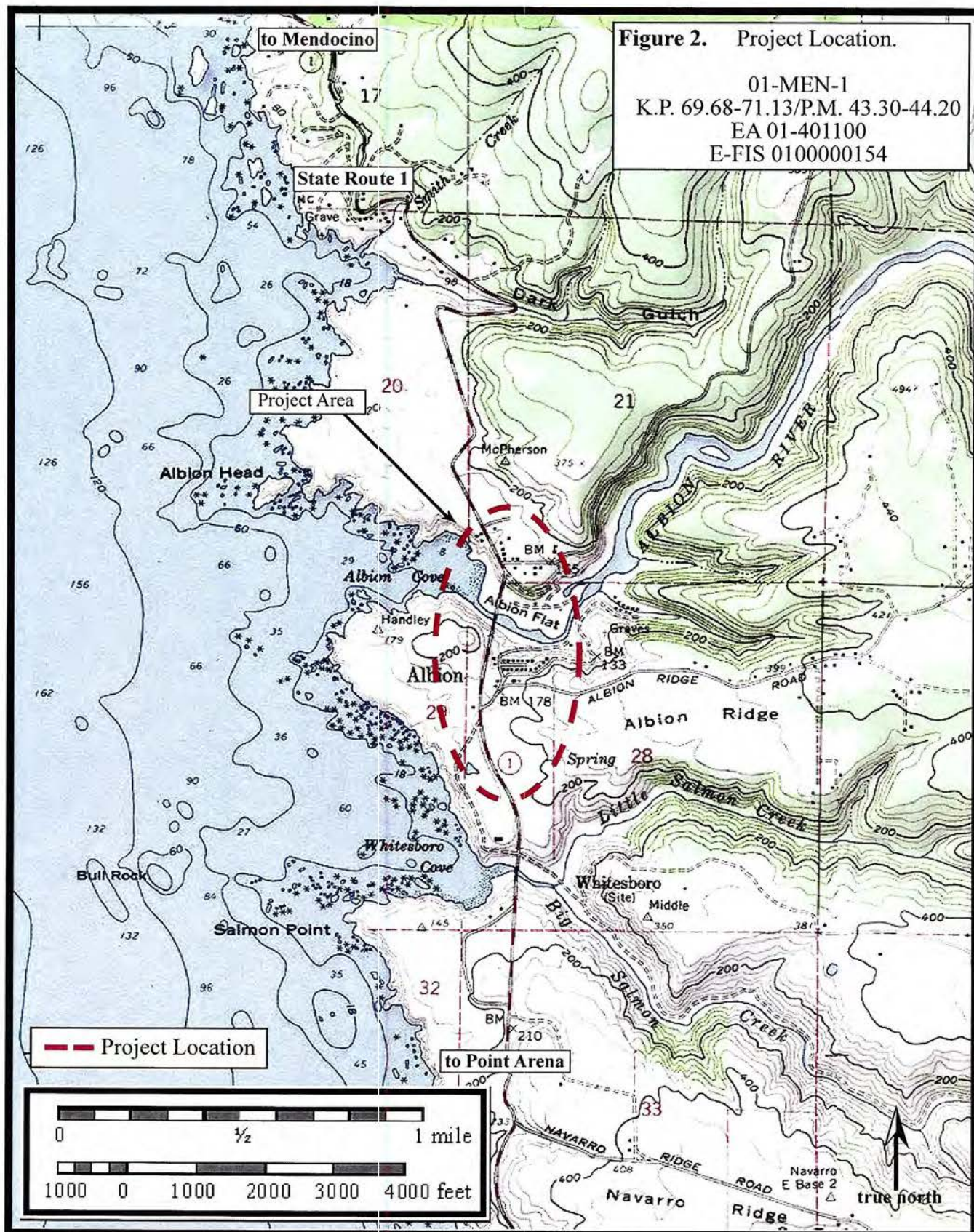
Enclosures

Cc: EWilliams, Section 106 Coordinator

DEdmunds, Environmental Director

ECarsons, Tribal Historic Preservation Officer





Albion, Calif. 7.5 minute USGS Quadrangle 1995 (prov. ed.)

Elk, Calif. 7.5 minute USGS Quadrangle 1995 (prov. ed.)

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509

*Flex your power!
Be energy efficient!*

April 2, 2013

Mr. Michael Hunter, Chairperson
Coyote Valley Band of Pomo Indians
P.O. Box 39
7901 Highway 10
Redwood, CA 95470

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Hunter:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

We would appreciate any concerns you have regarding cultural resources and the proposed project. Early identification of potential concerns or issues regarding cultural resources ensures their consideration during the project planning phase. Please notify Jeff Haney, Associate Environmental Planner (archaeology), if you have any information you wish to share regarding the project area as shown on the enclosed maps. You can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosure

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

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*Flex your power!
Be energy efficient!*

April 2, 2013

Ms. Merline Sanchez, Chairperson
Guidiville Band of Pomo Indians
P.O. Box 339
Talmage, CA 95481

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Ms. Sanchez:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosure

Cc: WGray, EPA, Guidiville Band of Pomo Indians

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

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April 2, 2013

Mr. Shawn Padi, Chairperson
Hopland Band of Pomo Indians
3000 Shanel Road
Hopland, CA 95449

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Padi:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509

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Be energy efficient!*

April 2, 2013

Mr. Rochard Smith, Chairperson
Laytonville Rancheria/Cahto Indian Tribe
P.O. Box 1239
Laytonville, CA 95454

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Smith:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

Cc: S Elliot, Environmental Director, Laytonville Rancheria/Cahto Indian Tribe

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

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April 2, 2013

Mr. Nelson Pinota, Chairperson
Manchester-Point Arena Rancheria
P.O. Box 623
Point Arena, CA 95468

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Pinota:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

Cc: KSantana, Environmental Director, Manchester-Point Arena Rancheria

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

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April 2, 2013

Ms. Harriet L. Stanley-Rhoades
Noyo River Indian Community
P.O. Box 91
Fort Bragg, CA 95437

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Ms. Stanley-Rhoades:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901-0911

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Be energy efficient!*

April 2, 2013

Ms. Leona Williams, Chairperson

Pinoleville Pomo Nation

500 B Pinoleville Drive

Ukiah, CA 95482

01-MEN-1

K.P. 69.68-71.13/P.M. 43.30-44.20

EA 01-401100

E-FIS 0100000154

Dear Ms. Williams:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

Cc: EWilliams, Section 106 Coordinator
DEdmunds, Environmental Director
ECarsons, Tribal Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

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April 2, 2013

Mr. Salvador Rosales, Chairperson
Potter Valley Tribe
2251 South State Street
Ukiah, CA 95482

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Rosales:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

Cc: GYoung, Environmental Coordinator, Potter Valley Tribe

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509

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Be energy efficient!*

April 2, 2013

Ms. Elizabeth Hansen, Chairperson
Redwood Valley Rancheria of Pomo
3250 Road I
Redwood, CA 95470

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Ms. Hansen:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

Cc: ZQui, Cultural Resources Coordinator
SNevarez, Jr., Environmental Coordinator

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509

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Be energy efficient!*

April 2, 2013

Mr. Kenneth Wright, President
Round Valley Reservation/Covelo Indian Community
P.O. Box 77826 Covelo Road
Covelo, CA 95428

01-MEN-1
K.P. 69.68-71.13
P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Wright:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

Cc: MOandasan, Tribal Real Estate Manager

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509

*Flex your power!
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April 2, 2013

Ms. Dina Bowen-Welsh
15701 Pearl Ranch Road
Fort Bragg, CA 95437

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Ms. Bowen-Welsh:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509

*Flex your power!
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April 2, 2013

Mr. Michael Fitzgerrall, Chairperson
Sherwood Valley Rancheria of Pomo
190 Sherwood Hill Drive
Willits, CA 95490

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Fitzgerrall:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

Cc: HRenick, Tribal Historic Preservation Officer
SCarmona, Tribal Administrator

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

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*Flex your power!
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April 2, 2013

Mr. Hawk Rosales, Executive Director
Inter-Tribal Sinkyone Wilderness Council
P.O. Box 1523
Ukiah, CA 95482

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Rosales:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509

*Flex your power!
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April 2, 2013

Mr. Emilio Valencia, Chairperson
Stewarts Point Rancheria THPO
1420 Guerneville Road, Ste. 1
Santa Rosa, CA 95403

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Valencia:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

Cc: OParish, Tribal Historic Preservation Officer
NHapner, Environmental Planning Department

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

PHONE (530) 741-4215

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TTY (530) 741-4509

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April 2, 2013

Mr. Romaine Daniels, Chairperson

Yokayo Tribe

P.O. Box 362

Talmadge, CA 95481

01-MEN-1

K.P. 69.68-71.13/P.M. 43.30-44.20

EA 01-401100

E-FIS 0100000154

Dear Mr. Daniels:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4215
FAX (530) 741-4457
TTY (530) 741-4509



*Flex your power!
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June 2, 2014

Honorable Michael Hunter, Chairperson
Coyote Valley Band of Pomo Indians
P.O. Box 39
7901 Highway 10
Redwood, CA 95470

01-MEN-1
Albion River Bridge
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Chairperson Hunter:

As per our previous correspondence (dated April 2, 2013), the California Department of Transportation (Caltrans), District 1/North Region, is considering alternative designs to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

This letter provides an update on the status of cultural resource studies conducted for the project. An archaeological survey identified one prehistoric archaeological site and two historic period sites within the project study area. The prehistoric site appears to represent a low density scatter of flaked stone tools and debitage. While it is Caltrans policy to avoid impacts to cultural resources whenever possible, subsurface testing may be needed for sites that cannot be avoided by the proposed project, as required for compliance with Section 106 of the National Historic Preservation Act.

If you have any questions or comments, please contact Jeff Haney, Associate Environmental Planner (archaeology), at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

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MARYSVILLE, CA 95901-0911

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*Flex your power!
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June 2, 2014

Honorable Shawn Padi, Chairperson
Hopland Band of Pomo Indians
3000 Shanel Road
Hopland, CA 95449

01-MEN-1
Albion River Bridge
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Chairperson Padi:

As per our previous correspondence (dated April 2, 2013), the California Department of Transportation (Caltrans), District 1/North Region, is considering alternative designs to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

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If you have any questions or comments, please contact Jeff Haney, Associate Environmental Planner (archaeology), at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4215
FAX (530) 741-4457
TTY (530) 741-4509



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June 2, 2014

Honorable Nelson Pinota, Chairperson
Manchester-Point Arena Rancheria
P.O. Box 623
Point Arena, CA 95468

01-MEN-1
Albion River Bridge
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Chairperson Pinota:

As per our previous correspondence (dated April 2, 2013), the California Department of Transportation (Caltrans), District 1/North Region, is considering alternative designs to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

This letter provides an update on the status of cultural resource studies conducted for the project. An archaeological survey identified one prehistoric archaeological site and two historic period sites within the project study area. The prehistoric site appears to represent a low density scatter of flaked stone tools and debitage. While it is Caltrans policy to avoid impacts to cultural resources whenever possible, subsurface testing may be needed for sites that cannot be avoided by the proposed project, as required for compliance with Section 106 of the National Historic Preservation Act.

If you have any questions or comments, please contact Jeff Haney, Associate Environmental Planner (archaeology), at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Cc: CDukatz, Environmental Director, Manchester-Point Arena Rancheria

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4215
FAX (530) 741-4457
TTY (530) 741-4509



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June 2, 2014

Honorable Ms. Leona Williams, Chairperson
Pinoleville Pomo Nation
500 B Pinoleville Drive
Ukiah, CA 95482

01-MEN-1
Albion River Bridge
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Chairperson Williams:

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Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Cc: EWilliams, Section 106 Coordinator
DEdmunds, Environmental Director
ECarsons, Tribal Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
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FAX (530) 741-4457
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June 2, 2014

Honorable Salvador Rosales, Chairperson
Potter Valley Tribe
2251 South State Street
Ukiah, CA 95482

01-MEN-1
Albion River Bridge
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

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Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Cc: GYoung, Environmental Coordinator, Potter Valley Tribe

From: nsjc@netzero.com
To: Haney, Jeff@DOT
Subject: Re: map
Date: Monday, October 13, 2014 5:02:21 PM

Hi Jeff,

The Tribe has terminated my position here as EPA Director. I don't believe the Council will be approving anyone conducting this on behalf of the Tribe. I am also Tribal Secretary but this is not a priority for them so I want to be truthful. We will waive this study this time.

Thank you

Natalie Smith

----- Original Message -----

From: "Haney, Jeff@DOT" <jeff.w.haney@dot.ca.gov>
To: "nsjc@netzero.com" <nsjc@netzero.com>
Cc: Lisa Shapiro <shapirolisa@pacificlegacy.com>
Subject: map
Date: Mon, 13 Oct 2014 19:05:53 +0000

Natalie,

The attached map shows where our consultant (Pacific Legacy) will be working. Because the gate may be locked, you may have to walk through an opening at the north end of the fence line, or you may want to just view the site from the right-of-way fence.

I will be out there Wednesday morning. The work will be directed by Lisa Shapiro of Pacific Legacy. You are welcome to visit on another day if it is more convenient. Lisa and the crew may be out there 4-7 days.

We will make sure that Jeremy Center takes daily monitoring notes.

Jeff Haney

Associate Environmental Planner (Archaeology)

Caltrans District 03/North Region

(530) 741-7114

DEPARTMENT OF TRANSPORTATION

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March 29, 2023

Pinoleville Pomo Nation
 Ms. Leona Williams, Chairwoman
 500 B Pinoleville Drive
 Ukiah, CA 95482

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100
 E-FIS 0100000154

Honorable Chairwoman Williams:

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District 3
 703 B Street, Marysville, CA 95901

Ms. Leona Williams
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

use as staging areas during construction and will be surveyed in the coming months.

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Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District \

TK:akt

cc: Angela James, THPO

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March 29, 2023

Potter Valley Tribe
 Mr. Salvador Rosales, Chairman
 2251 South State Street
 Ukiah, CA 95482

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100
 E-FIS 0100000154

Honorable Chairman Rosales:

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Mr. Salvador Rosales
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

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Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

TK:akt

cc: Greg Young

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March 29, 2023

Manchester Band of Pomo Indians
Mr. Jaime Cobarrubia, Chairman
P.O. Box 623
Point Arena, CA 95468

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Honorable Chairman Cobarrubia:

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California Department of Transportation — North Region Environmental

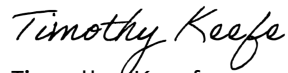
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Mr. Jaime Cobarrubia
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

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Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

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California Department of Transportation — North Region Environmental

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March 29, 2023

Kashia Band of Pomo Indians of the Stewarts Point Rancheria	01-MEN-1
Mr. Dino Franklin, Chairperson	K.P. 69.68-71.13/P.M. 43.30-44.20
1420 Guerneville Road, Suite 1	EA 01-401100
Santa Rosa, CA 95403	E-FIS 0100000154

Honorable Chairperson Franklin:

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Mr. Dino Franklin
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

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Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

TK:akt

cc: Anthony Macias, THPO

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California Department of Transportation — North Region Environmental

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March 29, 2023

Inter-Tribal Sinkyone Wilderness Council
 Mr. Hawk Rosales, Executive Director
 P.O. Box 39, 7901 Highway 10
 Redwood, CA 95470

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100
 E-FIS 0100000154

Dear Mr. Rosales:

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Mr. Hawk Rosales
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

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Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

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California Department of Transportation — North Region Environmental

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March 29, 2023

Cahto Tribe of the Laytonville Rancheria
 Ms. Mary L. Norris, Chairperson
 P.O. Box 1239
 Laytonville, CA 95454

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100
 E-FIS 0100000154

Honorable Chairperson Norris:

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California Department of Transportation — North Region Environmental

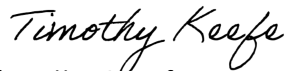
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Ms. Mary L. Norris
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

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Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

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California Department of Transportation — North Region Environmental

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March 29, 2023

Hopland Band of Pomo Indians
 Sonny J. Elliott, Chairperson
 3000 Shanel Road
 Hopland, CA 95449

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100
 E-FIS 0100000154

Honorable Chairperson Elliott:

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Consultation for this project began in April 2013, at which time there were four design alternatives. Since a preferred alternative had yet to be identified, an Environmental Study Area (ESL) was established that covered the Area of Potential Effects for all four alternatives. A records search was conducted as well as a pedestrian archaeological survey of the ESL, in May and September 2013, and April 2014. One prehistoric archaeological site (CA-MEN-3645) and two historic period archaeological sites (CA-MEN-3652H and CA-MEN-3653H) were identified within the ESL. Identification efforts were written up in an Archaeological Survey Report.

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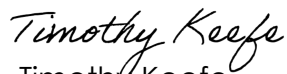
District 3
 703 B Street, Marysville, CA 95901

Mr. Sonny J. Elliott
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

alternatives (Figure 2, attached). In addition, four parcels have been proposed for use as staging areas during construction and will be surveyed in the coming months.

Due to the passage of time, Caltrans wishes to reinitiate consultation efforts with you, notify you regarding the new design alternatives and discuss any concerns you may have regarding the project. Early identification of potential concerns or issues regarding cultural resources ensures their consideration during the project planning phase. Please contact project archaeologist, Kim Tanksley, at kim.tanksley@dot.ca.gov / (530) 720 – 8931, or District 01 Native American Coordinator, Marisol Espino, at marisol.espino@dot.ca.gov / (530) 812-4546 if you have any information you wish to share, questions or concerns regarding the project.

Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

TK:akt

cc: Ramon Billy, THPO

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March 29, 2023

Guidiville Rancheria
 Mr. Donald Duncan, Chairman
 P.O. Box 339
 Talmage, CA 95481

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100

E-FIS 0100000154

Honorable Chairman Duncan:

The California Department of Transportation (Caltrans), District 01 / North Region proposes to replace the Albion River Bridge (Bridge #10-00136), which is along State Route (SR) 1, between the communities of Mendocino and Point Arena, in Mendocino County, California (Figure 1 attached). The project proposes to either repair or replace the existing bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movement in the event of a vehicular breakdown, seismic event or other catastrophic failure. The proposed project may require acquisition of new right-of-way and use of Temporary Construction Easements.

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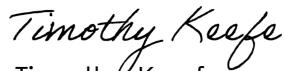
District 3
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Mr. Donald Duncan
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

use as staging areas during construction and will be surveyed in the coming months.

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Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

TK/akt

CC: Meyo Marrufo

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March 29, 2023

Yokayo Rancheria
Mr. Romaine Daniels, Chairman
P.O. Box 362
Talmage, CA 95481

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Honorable Chairman Daniels:

The California Department of Transportation (Caltrans), District 01 / North Region proposes to replace the Albion River Bridge (Bridge #10-00136), which is along State Route (SR) 1, between the communities of Mendocino and Point Arena, in Mendocino County, California (Figure 1 attached). The project proposes to either repair or replace the existing bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movement in the event of a vehicular breakdown, seismic event or other catastrophic failure. The proposed project may require acquisition of new right-of-way and use of Temporary Construction Easements.

As you are aware, consultation for this project began in April 2013, at which time there were four design alternatives. Since a preferred alternative had yet to be identified, an Environmental Study Area (ESL) was established that covered the Area of Potential Effects for all four alternatives. A records search was conducted as well as a pedestrian archaeological survey of the ESL, in May and September 2013, and April 2014. One prehistoric archaeological site (CA-MEN-3645) and two historic period archaeological sites (CA_MEN-3652H and CA-MEN-3653H) were identified within the ESL. Identification efforts were written up in an Archaeological Survey Report.

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703 B Street, Marysville, CA 95901

Mr. Romaine Daniels
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

alternatives (Figure 2, attached). In addition, four parcels have been proposed for use as staging areas during construction and will be surveyed in the coming months.

Caltrans wishes to continue consultation efforts with you, notify you regarding the new design alternatives and discuss any concerns you may have regarding the project. Early identification of potential concerns or issues regarding cultural resources ensures their consideration during the project planning phase. Please contact project archaeologist, Kim Tanksley, at kim.tanksley@dot.ca.gov / (530) 720 – 8931, or District 01 Native American Coordinator, Marisol Espino, at marisol.espino@dot.ca.gov / (530) 812-4546 if you have any information you wish to share, questions or concerns regarding the project.

Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

TK:akt

cc: Doreen Mitchell

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March 29, 2023

Ms. Dina Bowen-Welsh
15701 Pearl Ranch Road
Fort Bragg, CA 95437

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Ms. Bowen-Welsh:

The California Department of Transportation (Caltrans), District 01 / North Region proposes to replace the Albion River Bridge (Bridge #10-00136), which is along State Route (SR) 1, between the communities of Mendocino and Point Arena, in Mendocino County, California (Figure 1 attached). The project proposes to either repair or replace the existing bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movement in the event of a vehicular breakdown, seismic event or other catastrophic failure. The proposed project may require acquisition of new right-of-way and use of Temporary Construction Easements.

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Ms. Dina Bowen-Welsh
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

use as staging areas during construction and will be surveyed in the coming months.

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Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

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March 29, 2023

Coyote Valley Band of Pomo Indians
 Mr. Michael Hunter, Chairman
 P.O. Box 39, 7901 Highway 10
 Redwood, CA 95470

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100
 E-FIS 0100000154

Honorable Chairman Hunter:

The California Department of Transportation (Caltrans), District 01 / North Region proposes to replace the Albion River Bridge (Bridge #10-00136), which is along State Route (SR) 1, between the communities of Mendocino and Point Arena, in Mendocino County, California (Figure 1 attached). The project proposes to either repair or replace the existing bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movement in the event of a vehicular breakdown, seismic event or other catastrophic failure. The proposed project may require acquisition of new right-of-way and use of Temporary Construction Easements.

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Mr. Michael Hunter
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

use as staging areas during construction and will be surveyed in the coming months.

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Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

TK/akt

cc: Priscilla Hunter, THPO

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March 29, 2023

Round Valley Reservation
Covelo Indian Community
James Russ, President
P.O. Box 77826 Covelo Road
Covelo, CA 95428

01-MEN-1
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Russ:

The California Department of Transportation (Caltrans), District 01 / North Region proposes to replace the Albion River Bridge (Bridge #10-00136), which is along State Route (SR) 1, between the communities of Mendocino and Point Arena, in Mendocino County, California (Figure 1 attached). The project proposes to either repair or replace the existing bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movement in the event of a vehicular breakdown, seismic event or other catastrophic failure. The proposed project may require acquisition of new right-of-way and use of Temporary Construction Easements.

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California Department of Transportation — North Region Environmental

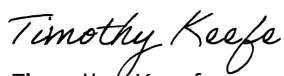
District 1	District 2	District 3
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James Russ
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

alternatives (Figure 2, attached). In addition, four parcels have been proposed for use as staging areas during construction and will be surveyed in the coming months.

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Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

TK:akt

cc: Patricia Rabano, THPO

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March 29, 2023

Sherwood Valley Band of Pomo Indians
 Melanie Rafanan, Chairman
 190 Sherwood Hill Drive
 Willits, CA 95490

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100
 E-FIS 0100000154

Honorable Chairperson Rafanan:

The California Department of Transportation (Caltrans), District 01 / North Region proposes to replace the Albion River Bridge (Bridge #10-00136), which is along State Route (SR) 1, between the communities of Mendocino and Point Arena, in Mendocino County, California (Figure 1 attached). The project proposes to either repair or replace the existing bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movement in the event of a vehicular breakdown, seismic event or other catastrophic failure. The proposed project may require acquisition of new right-of-way and use of Temporary Construction Easements.

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use as staging areas during construction and will be surveyed in the coming months.

Due to the passage of time, Caltrans wishes to reinitiate consultation efforts with you, notify you regarding the new design alternatives and discuss any concerns you may have regarding the project. Caltrans is in receipt of the letter from Michael Fitzgerrall dated April 8, 2013, stating the project is near historical trade routes and important riparian areas. This information is being taken into consideration as identification efforts move forward.

We are also in receipt of a letter from Valarie Stanley dated June 13, 2022, requesting continued communication regarding the project. I have been informed she has been consulting with Caltrans District Native American Coordinator, Marisol Espino, and Native American Liaison, Whitney Petrey, this month regarding the content of all future Memorandum of Understanding (MOU) between the tribe and Caltrans. During the discussion she requested to have a tribal monitor present for all ground disturbing activities associated with this project. In the same virtual meeting, project archaeologist, Kim Tanksley stated, as soon as consultation regarding content of future MOUs is complete, she will send the MOU for this project to you for signature.

Early identification of potential concerns or issues regarding cultural resources ensures their consideration during the project planning phase. Please contact project archaeologist, Kim Tanksley, at kim.tanksley@dot.ca.gov / (530) 720 – 8931, or District 01 Native American Coordinator, Marisol Espino, at marisol.espino@dot.ca.gov / (530) 812-4546 if you have any information you wish to share, questions or concerns regarding the project.

Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

cc: Valerie Stanley

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March 29, 2023

Redwood Valley Band of Pomo Indians
 Ms. Debra Ramirez, Chairwoman
 3250 Road I
 Redwood, CA 95470

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100
 E-FIS 0100000154

Honorable Chairwoman Ramirez:

The California Department of Transportation (Caltrans), District 01 / North Region proposes to replace the Albion River Bridge (Bridge #10-00136), which is along State Route (SR) 1, between the communities of Mendocino and Point Arena, in Mendocino County, California (Figure 1 attached). The project proposes to either repair or replace the existing bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movement in the event of a vehicular breakdown, seismic event or other catastrophic failure. The proposed project may require acquisition of new right-of-way and use of Temporary Construction Easements.

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Ms. Debra Ramirez
Re: Albion River Bridge Replacement
EA: 01-40110
March 29, 2023
Page 2

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Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

TK:akt

cc: Josh Martinez

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California Department of Transportation — North Region Environmental

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 (707) 572 - 7084
www.dot.ca.gov
 TTY (530) 741-4509



*Making Conservation
 a California Way of Life.*

March 29, 2022

Robinson Rancheria of Pomo Indians
 Beniakem Cromwell, Chairman
 P.O. Box 40115
 Nice, CA 95464

01-MEN-1
 K.P. 69.68-71.13/P.M. 43.30-44.20
 EA 01-401100
 E-FIS 0100000154

Honorable Chairman Cromwell:

The California Department of Transportation (Caltrans), District 01 / North Region proposes to replace the Albion River Bridge (Bridge #10-00136), which is along State Route (SR) 1, between the communities of Mendocino and Point Arena, in Mendocino County, California (Figure 1 attached). The project proposes to either repair or replace the existing bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movement in the event of a vehicular breakdown, seismic event or other catastrophic failure. The proposed project may require acquisition of new right-of-way and use of Temporary Construction Easements.

Consultation for this project began in April 2013, at which time there were four design alternatives. Since a preferred alternative had yet to be identified, an Environmental Study Area (ESL) was established that covered the Area of Potential Effects for all four alternatives. A records search was conducted as well as a pedestrian archaeological survey of the ESL, in May and September 2013, and April 2014. One prehistoric archaeological site (CA-MEN-3645) and two historic period archaeological sites (CA_MEN-3652H and CA-MEN-3653H) were identified within the ESL. Identification efforts were written up in an Archaeological Survey Report.

Efforts to find a design alternative amenable to residents, consulting parties, and safety needs continued and has expanded to six build alternatives, a no-build alternative and one design option to rehabilitate the existing bridge for pedestrian use. The ESL has been expanded to accommodate the effects of all design alternatives (Figure 2, attached). In addition, four parcels have been proposed for

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California Department of Transportation — North Region Environmental

District 1
 1656 Union Street, Eureka, CA 95501

District 2
 1657 Riverside Drive, Redding, CA 96001 (DO)
 1031 Butte Street, Redding, CA 96001 (W. Venture)

District 3
 703 B Street, Marysville, CA 95901

use as staging areas during construction and will be surveyed in the coming months.

Due to the passage of time, Caltrans wishes to reinitiate consultation efforts with you, notify you regarding the new design alternatives and discuss any concerns you may have regarding the project. Early identification of potential concerns or issues regarding cultural resources ensures their consideration during the project planning phase. Please contact project archaeologist, Kim Tanksley, at kim.tanksley@dot.ca.gov / (530) 720 – 8931, or District 01 Native American Coordinator, Marisol Espino, at marisol.espino@dot.ca.gov / (530) 812-4546 if you have any information you wish to share, questions or concerns regarding the project.

Sincerely,



Timothy Keefe
Environmental Senior/Archaeologist
Cultural Resources North, Unit 03-4313
Caltrans North Region/District

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

California Department of Transportation — North Region Environmental

District 1
1656 Union Street, Eureka, CA 95501

District 2
1657 Riverside Drive, Redding, CA 96001 (DO)
1031 Butte Street, Redding, CA 96001 (W. Venture)

District 3
703 B Street, Marysville, CA 95901

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4139
FAX (530) 741-4457
TTY (530) 741-4509



*Serious drought.
Help save water!*

April 12, 2016

The Honorable Michael Knight, Chairman
Sherwood Valley Rancheria of Pomo
190 Sherwood Hill Drive
Willits, CA 95490

01-MEN-1
Albion Bridge Replacement Project
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Chairperson Knight:

This letter concerns on-going consultation for a bridge replacement project. As per our previous correspondence, the California Department of Transportation (Caltrans), District 1/North Region, is considering alternative designs to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. Caltrans plans to conduct a geotechnical field investigation at the bridge later this year to analyze potential foundation designs.

Caltrans met with Ms. Misty Cook and Mr. Javier Silva of your staff on June 12, 2015 to discuss both the bridge replacement project and proposed geotechnical investigation. The geotechnical investigation involves drilling four-inch diameter bore holes and two proposed bore hole locations are within or adjacent to archaeological site CA-MEN-3645. Caltrans tested a portion of site in 2014 and excavation of 4.3 m³ of soil yielded 10 flaked stone tools and 188 pieces of chert and obsidian debitage. The majority of debitage extended less than 20 inches below the surface. Mr. Jeremy Center of the Sherwood Valley Rancheria monitored work within the site.

Caltrans recently completed a draft late discovery plan for the geotechnical study that describes procedures to be followed in the event that previously unidentified cultural resources or deposits are encountered during the field investigation. A copy of this document is enclosed for your review.

April 12, 2016

Page 2 of 2

Please provide any comments to Jeff Haney, Associate Environmental Planner (archaeology) by May 30, 2016. He can be reached at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Thank you for giving this matter your prompt attention.

Sincerely,

A handwritten signature in black ink that reads "Liza Walker". The signature is written in a cursive, flowing style.

LIZA WALKER, Chief
Environmental Management, M2 Branch

Enclosure (1)

cc: SCarmona, Tribal Administrator, Sherwood Valley Rancheria of Pomo
MCook, THPO, Sherwood Valley Rancheria of Pomo

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4139
FAX (530) 741-4457
TTY (530) 741-4509



*Serious drought.
Help save water!*

April 12, 2016

Honorable Jaime Cobarrubia, Chairman
Manchester-Point Arena Rancheria
P.O. Box 623
Point Arena, CA 95468

01-MEN-1
Albion River Bridge
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Chairperson Cobarrubia:

This letter concerns on-going consultation for a bridge replacement project. As per our previous correspondence, the California Department of Transportation (Caltrans), District 1/North Region, is considering alternative designs to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. Caltrans plans to conduct a geotechnical field investigation at the bridge later this year to analyze potential foundation designs.

Caltrans previously met with you on June 12, 2015 to discuss both the bridge replacement project and proposed geotechnical investigation. The geotechnical investigation involves drilling four-inch diameter bore holes and two proposed bore hole locations are within or adjacent to archaeological site CA-MEN-3645. Caltrans tested a portion of site in 2014 and excavation of 4.3 m³ of soil yielded 10 flaked stone tools and 188 pieces of chert and obsidian debitage. The majority of debitage extended less than 20 inches below the surface. Mr. Jeremy Center of the Sherwood Valley Rancheria monitored work within the site.

Caltrans recently completed a draft late discovery plan for the geotechnical study that describes procedures to be followed in the event that previously unidentified cultural resources or deposits are encountered during the field investigation. A copy of this document is enclosed for your review.

April 12, 2016

Page 2 of 2

Please provide any comments to Jeff Haney, Associate Environmental Planner (archaeology) by May 30, 2016. He can be reached at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Thank you for giving this matter your prompt attention.

Sincerely,

A handwritten signature in black ink, appearing to read "Liza Walker". The signature is fluid and cursive, with the first name "Liza" and last name "Walker" clearly distinguishable.

LIZA WALKER, Chief
Environmental Management, M2 Branch

Enclosure (1)

From: Atchley-Thomas, Sara@DOT
To: Haney, Jeff@DOT
Cc: Hostler, Jaime L@DOT
Subject: FW: seeking ALBION comment
Date: Friday, April 10, 2015 9:45:22 AM

Hi Jeff
Here is Jaime's reply about contacting him;
Sara

Sent from my iPhone using [Mail+ for Outlook](#)

From: jaime Cobarrubia
Sent: 4/10/15, 8:40 AM
To: Atchley-Thomas, Sara@DOT
Subject: Re: seeking ALBION comment

good morning Sara

this is my primary email. and my cell # 707 734 0712

thank you
Jaime Cobarrubia

From: "Atchley-Thomas, Sara@DOT" <Sara.Atchley-Thomas@dot.ca.gov>
To: jaime Cobarrubia <jaimecobarrubia@yahoo.com>
Sent: Thursday, April 9, 2015 4:31 PM
Subject: RE: seeking ALBION comment

Hi Jaime,

Thank you! I will let Jeff know. He will be happy for your response.
Is there a good number for him to reach you at for a site visit?
Also, is this a good email address for him to use?

Best,
sara

Sara Atchley Thomas
Caltrans District 1
Principal Investigator
Prehistoric Archaeologist
[707-441-5844](tel:707-441-5844)

From: jaime Cobarrubia [mailto:jaimecobarrubia@yahoo.com]
Sent: Thursday, April 09, 2015 4:23 PM
To: Atchley-Thomas, Sara@DOT
Subject: Re: seeking ALBION comment

hi Sara

we would like to have a monitor on site when construction begins, and also maybe we can get a site visit before the construction begins.

we would also like to see any artifacts that have been discovered.

thank you

Jaime cobarrubia

From: "Atchley-Thomas, Sara@DOT" <Sara.Atchley-Thomas@dot.ca.gov>
To: jaime Cobarrubia <jaimecobarrubia@yahoo.com>
Sent: Wednesday, April 8, 2015 10:42 AM
Subject: seeking ALBION comment

Hi Jaime,

I am writing to you on behalf of a colleague of mine, Jeff Haney.

Jeff is the Caltrans archaeologist working on the Albion River Bridge Replacement Project, and he would like to know whether the Manchester Point Arena Band of Pomo Indians has any comments or concerns for his project.

Would you be able to email me any comment(s) you have for the Albion Bridge Replacement Project?

Kind regards,

Sara

Sara Atchley Thomas

Caltrans District 1
Principal Investigator
Prehistoric Archaeologist
707-441-5844

From: jaime Cobarrubia [mailto:jaimecobarrubia@yahoo.com]
Sent: Tuesday, March 03, 2015 4:26 PM
To: Atchley-Thomas, Sara@DOT
Subject: Re: Salmon Creek Bridge Project

hi Sara

the tribe would like to the option to monitor during construction

thank you
Jaime Cobarrubia

From: "Atchley-Thomas, Sara@DOT" <Sara.Atchley-Thomas@dot.ca.gov>
To: "jaimecobarrubia@yahoo.com" <jaimecobarrubia@yahoo.com>
Sent: Tuesday, March 3, 2015 3:53 PM
Subject: RE: Salmon Creek Bridge Project

Hi Jaime,

I am getting ready to send initial cultural documentation to the SHPO, and I would very much like to have a comment from the Manchester Point Arena Band of Pomo Indians.

If you could email me an initial comment I would appreciate it.

Thank you for your time.

Best,

Sara

Sara Atchley Thomas
Caltrans District 1
Principal Investigator
Prehistoric Archaeologist
[707-441-5844](tel:707-441-5844)

From: Atchley-Thomas, Sara@DOT
Sent: Friday, February 06, 2015 10:57 AM
To: 'jaimecobarrubia@yahoo.com'
Subject: Salmon Creek Bridge Project
Importance: High

Hi Jaime,

It was good to speak with you briefly on the phone, and to get your direct email address.

Attached is the letter sent to Manchester Point Arena Band of Pomo Indians along with the map attachments.

Please let me know if the Tribe has any concerns for this project.

Thank you kindly.

Best,

Sara

Sara Atchley Thomas

Caltrans District 1

Principal Investigator

Prehistoric Archaeologist

707-441-5844

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4139
FAX (530) 741-4457
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*Serious drought.
Help save water!*

August 3, 2016

Honorable Jaime Cobarrubia, Chairman
Manchester-Point Arena Rancheria
P.O. Box 623
Point Arena, CA 95468

01-MEN-1
Albion River Bridge
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

RE: Late Discovery Plan for Geotechnical Investigation at Albion River Bridge

Dear Chairperson Cobarrubia:

This letter concerns on-going consultation for a bridge replacement project. As per our previous correspondence, the California Department of Transportation (Caltrans), District 1/North Region, plans to conduct a geotechnical investigation at the bridge to analyze potential foundation designs. The work may take place next spring.

In a letter dated December 9, 2015, the State Historic Preservation Officer (SHPO), concurred with a *No Adverse Effect* with non-standard conditions for the geotechnical investigation. The conditions include:

- Establishment of Environmentally Sensitive Areas (ESAs) at sites CA-MEN-3645 and -3652H.
- Implementation of an ESA Action Plan.
- Construction monitoring within site CA-MEN-3652H.
- Preparation of a late discovery plan.

Caltrans previously sent a copy of a draft *Late Discovery Plan* for your review on April 12, 2016. We recently finalized this document and will soon submit it to SHPO. Enclosed is a copy of the final document.

August 3, 2016

Page 2 of 2

Please contact Jeff Haney, Associate Environmental Planner (Archaeology), at (530) 741-7114 if you have any questions regarding this document.

Thank you for giving this matter your prompt attention.

Sincerely,



LIZA WALKER, Chief
Environmental Management, M2 Branch

Enclosure (1)

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-7113
FAX (530) 741-4457
TTY (530) 741-4509



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March 11, 2015

Honorable Jaime Cobarrubia, Chairman
Manchester-Point Arena Rancheria
P.O. Box 623
Point Arena, CA 95468

01-MEN-1
Albion River Bridge
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Chairman Cobarrubia:

This letter provides an update on the status of cultural resource studies conducted for a bridge replacement project. As per our previous correspondence (dated April 2, 2013 and June 2, 2014), the California Department of Transportation (Caltrans), District 1/North Region, is considering alternative designs to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of the project is to construct a bridge with improved geometrics and structural integrity that will ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

Last year we consulted with Ms. Natalie Smith, former Environmental Director for the Manchester-Point Arena Rancheria, regarding a proposed investigation of a prehistoric archaeological site that will be affected by the project. The site (CA-MEN-3645) appears to represent a low density deposit of flaked stone tools and debitage. While it is Caltrans policy to avoid impacts to cultural resources whenever possible, subsurface testing is necessary for any site that cannot be avoided by the proposed project, as required for compliance with Section 106 of the National Historic Preservation Act. Pacific Legacy, Inc., under contract with Caltrans, completed this field investigation last October. Because your tribe was unable to provide a monitor at that time, Mr. Jeremy Center (member of the Sherwood Valley Rancheria) monitored all work.

Pacific Legacy is now preparing a report on excavation findings and a draft report will be sent to you in early April. We would appreciate your review and comments on this draft.

March 11, 2015

Page 2 of 2

If you have any questions or comments, please contact Jeff Haney, Associate Environmental Planner (archaeology), at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Sincerely,

A handwritten signature in black ink, appearing to read "Adele Pommerenck".

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-7113
FAX (530) 741-4457
TTY (530) 741-4509



*Serious drought.
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March 17, 2015

Honorable Jaime Cobarrubia, Chairman
Manchester-Point Arena Rancheria
P.O. Box 623
Point Arena, CA 95468

01-MEN-1
Albion River Bridge
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Chairman Cobarrubia:

As described in our previous correspondence, dated March 3, 2015, the California Department of Transportation (Caltrans), District 1/North Region, is considering alternative designs to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California.

The proposed project will affect a portion of one prehistoric archaeological site (CA-MEN-3645) that is within the project's area of direct impacts. Pacific Legacy, Inc., under contract with Caltrans, completed subsurface testing within this portion of the site to evaluate its potential eligibility for inclusion on the National Register of Historic Places in compliance with Section 106 of the National Historic Preservation Act.

Enclosed for your review is a copy of a recently prepared draft evaluation report. Please review this draft and provide any comments to Jeff Haney, Associate Environmental Planner (archaeology) by April 23, 2015. He can be reached at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Thank you for giving this matter your prompt attention.

Sincerely,

A handwritten signature in cursive script, appearing to read "Adele Pommerenck".

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosure (1)

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509

*Flex your power!
Be energy efficient!*

November 4, 2014

Honorable Nelson Pinota, Chairperson
Manchester-Point Arena Rancheria
P.O. Box 623
Point Arena, CA 95468

01-MEN-1
Albion River Bridge
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Re: Albion Bridge Replacement Project

Dear Chairperson Pinota:

As per our previous correspondence (dated April 2, 2013 and June 2, 2014), the California Department of Transportation (Caltrans), District 1/North Region, is considering alternative designs to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The environmental document is expected to be completed in 2016 and construction of the project is anticipated to start in 2019.

This letter provides an update on the status of cultural resource studies conducted for the project. An archaeological survey identified one prehistoric archaeological site (CA-MEN-3645) and two historic period sites within the project study area. The proposed project will affect a portion of the prehistoric site and Pacific Legacy, Inc (under contract with Caltrans) completed test excavations within the site last month to evaluate the site's potential eligibility for inclusion on the National Register of Historic Places as required for compliance with Section 106 of the National Historic Preservation Act.

Prior to test excavations, Caltrans consulted with Ms. Natalie Smith, Environmental Director for the Manchester-Point Arena Rancheria. Ms. Smith was not able to arrange for a tribal member to monitor excavations, but she agreed that Mr. Jeremy Center of the Sherwood Valley Rancheria could monitor on behalf of the tribe. Ms. Smith subsequently informed us that the tribe had terminated the position of Environmental Director and they would not be able to provide project review at this time.

Caltrans would like to continue consulting with the tribe regarding the prehistoric site and the proposed bridge replacement project even if you do not have staff available to provide document review at this time. Enclosed is a copy of daily monitoring notes prepared by Mr. Center during test excavations. Pacific Legacy will analyze materials

Honorable Nelson Pinota

November 4, 2014

Page 2 of 2

recovered from excavations and prepare a draft report on findings. Caltrans will submit a copy of the draft excavation report to the tribe in April of 2015.

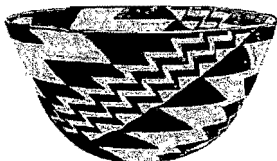
If you have any questions or comments, please contact Jeff Haney, Associate Environmental Planner (archaeology), at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Sincerely,

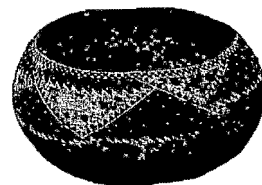


ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosure



POTTER VALLEY TRIBE



2251 S. State St. • Ukiah, California 95482 • (707) 462-1213 • Fax (707) 462-1240 • E-mail: pottervalleytribe@pottervalleytribe.com

Chairperson

Salvador Rosales

Secretary

Rosemary Rosales

Treasurer

Losario Rosales

Member-At-Large & Appointed Spokesperson

Norma Rosales

Tribal Environmental Office

pvtepadirector@pottervalleytribe.com

Date: 4/10/2013

To: Adele Pommerenck

Fax/Email: N/A please provide email for faster response, thank you.

Regarding Project: Br.#10-00136

Project ID: 01-MEN-1 K.P.69.68-71.13/P.M. 43.30-44.20 EA 01-401100 E-FIS 010000154

As far as we are able to determine, the area described has no known archaeological or cultural sites of the Potter Valley Tribe. The Potter Valley Tribe moved around Mendocino County, and may have established seasonal camps or villages between the coast and inland areas. We recognize that all of Mendocino County is culturally and archaeologically sensitive, and many such sites exist and may be undiscovered at this time.

Please notify the Tribe immediately if any sites or articles of historical or archaeological nature are discovered during this project, pursuant to the National Historic Preservation Act.

There is the possibility that Native Americans currently utilize this site for the gathering of plant or animal materials for food, basketry, herbal, or ceremonial use. The use of pesticides in such areas could jeopardize the health of anyone entering, or using materials gathered from, areas with access for gathering. We request prior notification of pesticide use at this site so we can inform our Tribal members to avoid such areas and unnecessary exposure.

We would also like to be able to provide future generations of Native Americans access to artifacts and other cultural resources of the Tribe. We would ask that landowners consider donating cultural resources discovered during projects to the Potter Valley Tribe or other tribes when projects occur in their ancestral territories.

Sincerely,

Gregg Young, M.A.
Environmental Director

ROUND VALLEY INDIAN TRIBES

A Sovereign Nation of Confederated Tribes

TRIBAL COUNCIL OFFICE
77826 COVELO ROAD
COVELO, CALIFORNIA 95428
PHONE: 707-983-6126
FAX: 707-983-6128



LOCATION: ON STATE HWY 162
ONE MILE NORTH OF COVELO
IN ROUND VALLEY
TRIBAL TERRITORY SINCE TIME BEGAN

ROUND VALLEY RESERVATION ESTABLISHED 1856

April 17, 2013

Adele Pommerenck, Chief
Department of Transportation
California, District 3
P.O. Box 911
Marysville, California 95901-0911

Dear Ms. Pommerenck,

This letter is in reference to repairs at the Fernbridge, Greenlaw Creek, Schooner Gulch, Garcia River, Elk Creek, Navarro River, Cottoneva Creek, Sidehill Viaduct and Albion bridges.

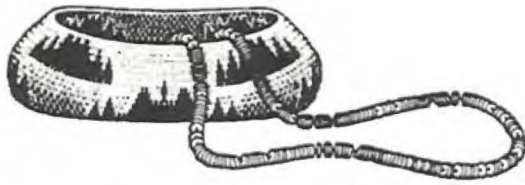
The Fernbridge and Greenlaw Creek projects are in the homelands of the Bear River people. We ask that you request a response from the Bear River Tribe. The Navarro River, Elk Creek, Garcia River and Albion bridges are in the homelands of the Manchester Point Arena people. In the event there is no response from these tribes please keep us informed of any discoveries.

The Sidehill Viaduct and Cottoneva Creek bridges are possible areas that the people of Round Valley occupied. Therefore, please ensure that any cultural items such as mortars, pestals, lithic scatter or cultural assemblages are left intact and marked as sensitive on future maps, without disclosing the exact location. If cultural items are found, please contact our Tribal Historic Preservation Office and we may have staff investigate the finding.

If you have any further questions, please direct them to our Tribal Historic Preservation Office at 707-983-8077.

Sincerely,

Kenneth G. Wright
President



SHERWOOD VALLEY BAND OF POMO INDIANS

July 29, 2022

Frank C. Demlink, Project Manager
Dept. of Transportation, District 1
Northern Region Environmental Planning
P.O. Box 3700
Eureka, CA 95502
RE: 01-40140 Salmon Creek Bridge

Dear Mr. Demlink:

This correspondence is to serve as formal response from the Sherwood Valley Tribe. The Tribe is requesting continued Consultation with the Department of Transportation regarding the Salmon Creek Bridge replacement.

The Tribe is in receipt of The Historic Property Survey Report and we have concerns about information in report. The notation about cultural resources in report is very minuscule, almost non-existent. The absence of specific site information does not indicate the absence of cultural resources. The historic Report talks about the town of Whitesboro, but, does not mention any potential of coastal natives living or using the same area before the town was formed.

The project states in numerous places that the project will have ground disturbing activity and soil disturbance.

In closing, the Sherwood Valley Tribe will continue to request Consultation and our Cultural Monitor is on-site while ground and soil disturbance work happens. The tribal contact is Valerie Stanley, Sherwood Valley THPO, at svrthpo@sherwoodvalley.com. Thank you.

Sincerely,

Valerie Stanley, THPO

Sherwood Valley Rancheria

Cc: file

190 Sherwood Hill Drive Willits, California 95490
(707) 459-9690 Fax (707) 459-6936

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4216
FAX (530) 741-4457
TTY (530) 741-4509



*Serious drought.
Help save water!*

April 9, 2015

The Honorable Michael Fitzgerral, Chairman
Sherwood Valley Rancheria of Pomo
190 Sherwood Hill Drive
Willits, CA 95490

01-MEN-1
Albion Bridge Replacement Project
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Chairman Fitzgerral:

This letter concerns on-going consultation for a bridge replacement project. As per our previous correspondence (dated April 2, 2013), the California Department of Transportation (Caltrans), District 1/North Region, is considering alternative designs to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California.

As stated in your April 8, 2013 letter, the project area is within a greater Pomo area, but the Manchester-Point Arena Rancheria of Pomo is the most appropriate contact. Caltrans has continued to consult with the Manchester-Point Arena Rancheria for this project. The proposed project will affect one prehistoric archaeological site (CA-MEN-3645) that consists of a deposit of flaked stone tools and debitage. Pacific Legacy, Inc., under contract with Caltrans, completed test excavations within this site last October. Because the Manchester-Point Arena Rancheria was unable to provide a monitor at that time, Mr. Jeremy Center, member of the Sherwood Valley Rancheria, monitored all work. Pacific Legacy recently completed a draft report that describes fieldwork and presents results from an analysis of recovered materials. A copy of this report is enclosed for your review.

Please provide any comments to Jeff Haney, Associate Environmental Planner (archaeology) by April 30, 2015. He can be reached at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

April 9, 2015
Page 2 of 2

Thank you for giving this matter your prompt attention.

Sincerely,



Adele Pommerenck, Chief
Environmental Management, M2 Branch

Enclosure (1)

cc: SCarmona, Tribal Administrator, Sherwood Valley Rancheria of Pomo
HRenick, THPO, Sherwood Valley Rancheria of Pomo
MCook, Cultural Resource Specialist, Sherwood Valley Rancheria of Pomo

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4139
FAX (530) 741-4457
TTY (530) 741-4509



Serious drought.
Help save water!

August 3, 2016

Ms. Misty Cook,
Tribal Historic Preservation Officer
Sherwood Valley Rancheria of Pomo
190 Sherwood Hill Drive
Willits, CA 95490

01-MEN-1
Albion Bridge Replacement Project
K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

RE: Late Discovery Plan for Geotechnical Investigation at Albion River Bridge

Dear Ms. Cook:

This letter concerns on-going consultation for a bridge replacement project. As per our previous correspondence, the California Department of Transportation (Caltrans), District 1/North Region, plans to conduct a geotechnical investigation at the bridge to analyze potential foundation designs. The work may take place next spring.

In a letter dated December 9, 2015, the State Historic Preservation Officer (SHPO), concurred with a *No Adverse Effect* with non-standard conditions for the geotechnical investigation. The conditions include:

- Establishment of Environmentally Sensitive Areas (ESAs) at sites CA-MEN-3645 and -3652H.
- Implementation of an ESA Action Plan.
- Construction monitoring within site CA-MEN-3652H.
- Preparation of a late discovery plan.

Caltrans previously sent a copy of a draft *Late Discovery Plan* for your review on April 12, 2016. We recently finalized this document and will soon submit it to SHPO. Enclosed is a copy of the final document.

August 3, 2016

Page 2 of 2

Please contact Jeff Haney, Associate Environmental Planner (Archaeology), at (530) 741-7114 if you have any questions regarding this document.

Thank you for giving this matter your prompt attention.

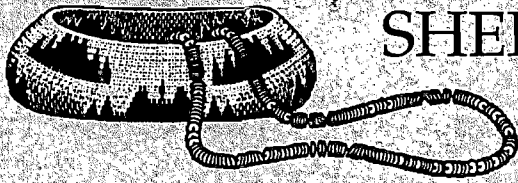
Sincerely,



LIZA WALKER, Chief
Environmental Management, M2 Branch

Enclosure (1)

cc: MKnight, Chairman, Sherwood Valley Rancheria of Pomo



SHERWOOD VALLEY RANCHERIA

April 8, 2013

Adele Pommerenck, Chief
Department of Transportation
California - District 3
PO Box 911
Marysville, CA 95901-0911

RE: 01-MEN-1 (Albion River Bridge #10-00136)

Dear Adele Pommerenck,

This letter is in response to your correspondence dated April 2, 2013, regarding the proposed Albion River Bridge (Br. #10-00136). This proposed project is within the greater Pomo aboriginal and linguistic area, but the Manchester-Point Arena Tribe is the appropriate tribal nation to contact on this project.

This project is near historical trade routes and important riparian areas, thus the likelihood of finding items of cultural importance and cultural patrimony is high. Critical commerce occurred on roads and paths, linking people and communities historically, and are important today as they were in years past.

Please continue to contact Sherwood Valley Rancheria on projects that may affect cultural and religious sites for our future generations. Our tribal zone of interest is roughly the area between Fort Bragg, north to Usal, then inland to the Hwy 101 corridor into the Little Lake Valley.

If you have any further questions or would like to discuss future projects, please call Scarlett Carmona, Tribal Administrator at (707) 459-9690.

Thank you.


Michael Fitzgerald
Tribal Chairman

U.S. Department of
Homeland Security

**United States
Coast Guard**



Commander
Eleventh Coast Guard District

Coast Guard Island, Bldg 50-2
Alameda, CA 94501-5100
Staff Symbol: (dpw)
Phone: (510) 437-3516
Fax: (510) 437-5835
Email: Carl.T.Hausner@uscg.mil

16591
Albion River (0.25)
May 16, 2023

California Department of Transportation, District 3
Attn: Liza Walker, Environmental Branch Chief
703 B Street
Marysville, CA 95901

Dear Ms. Walker:

We have completed our review of your request, dated March 23, 2023, for the proposed replacement of the existing Albion River (Highway 1) Bridge, mile 0.25, Albion River, at Albion, Mendocino County, California.

The Coast Guard preliminary supports replacing the existing bridge. The proposed new bridge should provide, at a minimum, the following proposed alternative navigational clearances:

Proposed – Alternative 1B West Alignment

Horizontal: 136 feet measured bank
to bank, normal to the axis of the channel.

Vertical (Center of Channel): 92
feet above MHHW*.

Vertical (Margin of Channel): 65
feet above MHHW*

Proposed – Alternative 2B East Alignment

Horizontal: 170 feet measured bank
to bank, normal to the axis of the channel.

Vertical (Center of Channel): 93
feet above MHHW*

Vertical (Margin of Channel): 53
feet above MHHW*

**Datum: Mean Higher High Water (MHHW) elevation of 5.72 feet, NAVD 88.*

Note: All future vertical navigational clearances for this project shall be measured/calculated using Mean High Water (MWH), Datum, NAVD 88.

The General Bridge Act of 1946 requires approval of the location and plans for bridges over navigable waters of the United States, prior to commencing construction. The Albion River, at the proposed bridge replacement project site, is considered to be a navigable waterway of the United States for bridge administration purposes.

16591
Albion River (0.25)
May 16, 2023

Please note that this preliminary determination does not constitute an approval or final agency action determination which we can only make in accordance with regulation and after the California Department of Transportation (Caltrans) submits a complete bridge permit application.

Applications for bridge permits are to be addressed to Commander, Eleventh Coast Guard District, Building 50-2, Coast Guard Island, Alameda, CA 94501-5100, attention Bridge Section. A Coast Guard Bridge Permit Application Guide is available on-line at: <https://go.usa.gov/xRFk2>.

Coast Guard bridge permitting is considered to be a federal action and subject to the National Environmental Policy Act (NEPA). We understand Caltrans will be acting as the lead federal agency for NEPA. On March 23, 2022 Caltrans invited the Coast Guard to act as a cooperating agency under NEPA. On April 7, 2023 the Coast Guard agreed to serve as a cooperating agency for this project. It is understood that the level of Caltrans NEPA documentation will be an Environmental Impact Statement.

You may contact Ms. Rachel Zamora, Project Manager, at (510) 437-3515 or e-mail at Rachel.C.Zamora@uscg.mil to discuss this project.

Sincerely,



CARL T. HAUSNER
Chief, Bridge Section
Eleventh Coast Guard District
By direction of the District Commander

e-Copy: U. S. Coast Guard Sector San Francisco, Waterways Management
U.S. Army Corps of Engineers, San Francisco District, Regulatory Division
Candice Longnecker, Compass Land Group



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000

FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov

www.ohp.parks.ca.gov

August 4, 2023

VIA EMAIL

In reply refer to: FHWA_2015_1113_001

Mr. Timothy Keefe, Senior Environmental Planner
Caltrans District 1
703 B Street
Marysville, CA 95901

Subject: Determinations of Eligibility for the Proposed Albion River Bridge Replacement Project, Mendocino County, CA

Dear Mr. Keefe:

The State Historic Preservation Officer (SHPO) is in recent of a June 30, 2023 letter from the California Department of Transportation (Caltrans) continuing consultation regarding the above undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA) and the January 2019 *Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92, addended 2019* (5024 MOU). As part of your documentation, Caltrans submitted a First Supplemental Historic Property Survey Report (FSHPSR), First Supplemental Archaeological Survey Report (FSASR), and Historic Resources Evaluation Report (HRER) for the proposed undertaking.

Caltrans, in conjunction with the FHWA proposes to replace the Albion River Bridge (10-0136). The purpose of this undertaking is to provide a bridge across the Albion River that meets modern seismic safety standards, provides safe and reliable multimodal access, and minimizes ongoing maintenance costs. The alternatives currently under consideration include three Build Alternatives with various design options and a No-Build (No-Action) Alternative. Previously proposed rehabilitation alternatives were deemed to not be practicable as they could not meet safety requirements and have been removed from further consideration. A preferred alternative will be identified following agency, public, and stakeholder input during the environmental review process.

In previous consultation with the SHPO Caltrans identified the following:

- CA-MEN-3645 (P-23-00584) – prehistoric lithic scatter. Considered eligible for listing on the National Register of Historic Places (NRHP) for the purposes of this undertaking only pursuant to Stipulation VIII.C.4 of the PA.
- CA-MEN-3652H (P23-005516) – the remains of a 19th and 20th Century lumber mill. Considered eligible for listing on the NRHP for the purposes of this undertaking only pursuant to Stipulation VIII.C.4 of the PA.
- CA-MEN-3653H (P-23-004258) – a historic era-refuse deposit CA-MEN-3653H (P-23-004258).

The area of potential effects (APE) also contains the Albion River Bridge (Bridge No. 10 0136) which was listed in the NRHP on July 31, 2017.

The original APE was expanded to include the addition of six proposed staging areas. Supplemental field survey efforts of the revised APE were conducted and are documented in the FSASR. As part of the supplemental survey, CA-MEN-3645 was rediscovered and the site boundaries extended, and 33 additional historic built environment properties were identified within the APE. Pursuant to Stipulation VIII.C. of the PA, Caltrans requests SHPO concurrence that the following properties, located in Albion, CA, are not eligible for the NRHP:

- 3781 N Highway 1
- 3775 N Highway 1
- 3751 N Highway 1
- 3725 N Highway 1
- 3700 Albion Little River Road
- 3720 Albion Little River Road
- 3721 Albion Little River Road
- 33880-33890 Albion River S Side Road
- 33891 Albion River S Side Road
- 33861 Albion River S Side Road
- 33880 Albion Street
- 34920 Albion River S Side Road
- 33900 West Street
- 3000 N Highway 1
- 2960-2961 Spring Grove Road
- 3801 N Highway 1
- 34010 Albion Ridge Road
- 33870 Albion Street
- 33860 Albion Street
- 33850 East Lane
- 33840 Albion Street
- 33830 Albion Street
- 33820 Albion Street
- 33810 Albion Street

- 33800 Albion Street
- 33879 East Lane
- 33875 East Lane
- 33861 East Lane
- 33851 East Lane
- 33831 East Lane
- 33795 East Lane
- 33950 Albion River S Side Road
- 33750 Albion Street

Caltrans is requesting SHPO concurrence with the following:

1. The expanded APE accurately addresses project activities.
2. Identification efforts associated with the newly proposed staging areas, documented in the FSASR is sufficient.
3. The 33 properties listed above are not eligible for the NRHP.

Based on review of the submitted documentation, I have the following comments:

1. The APE as currently delineated appears appropriate.
2. I concur that the 33 properties listed above are not eligible for the NRHP.
3. Caltrans' June 30th letter states that in previous consultation the SHPO provided concurrence that the portion of CA-MEN-3645 within the Caltrans right-of-way is ineligible for the NRHP. The SHPO's December 9, 2015 letter solely acknowledged that Caltrans was considering the resource eligible in accordance with the Stipulation VIII.C.4 of the PA and did not provide Caltrans concurrence on eligibility of CA-MEN-3645. The SHPO's December 9th did however note that Caltrans determined through subsurface investigations that project related affects to portions of CA-MEN-3645 located within the area of direct impact (ADI) would not diminish the characteristics that would make the overall resource eligible for listing in the NRHP.
4. The SHPO acknowledges that access issues within the revised APE preclude Caltrans from completing identification efforts of CA-MEN-3645, -3652H, and -3653H. Thus, Caltrans proposes to implement a phased process to complete their section 106 efforts in a programmatic agreement.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



December 9, 2015

Reply in Reference To: FHWA_2015_1113_001

Kelly Hobbs, Chief
Department of Transportation
Division of Environmental Analysis, MS27
Cultural Studies Office
1120 N Street
Sacramento, CA 94274-0001

Re: Historic Property Survey Report for a Proposed Geotechnical Investigation at the Albion River Bridge, Mendocino County, California

Dear Mr. Hobbs:

Thank you for your November 9, 2015 letter in which the California Department of Transportation (Caltrans) is initiating consultation with the State Historic Preservation Officer (SHPO) on the above referenced undertaking in accordance with the January 2014 *First Amended Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California*. Caltrans is requesting SHPO concurrence of a no adverse effect without standard conditions as a result of this undertaking per Stipulation X.B.2 of the PA and 36 CFR §800.5(c).

Caltrans, District 1/North Region proposes to conduct a geotechnical field investigation at the Albion River Bridge along State Route 1 between the communities of Mendocino and Point Arena in Mendocino County. A Historic Property Survey Report (HPSR) was submitted with your letter. Consultation and identification efforts revealed two properties within the APE: CA-MEN-3645, a prehistoric low density flaked stone deposit and CA-MEN-3652H, historic-era site representing the remains of a 19th and 20th century lumber mill.

Based on Caltrans' level of effort, they have determined a finding of no adverse effect without standard conditions for the following reasons:

1. In accordance with Stipulation VIII.C.4 of the PA, Caltrans will consider that CA-MEN-3645 and CA-MEN-3652H are eligible for listing on the National Register of Historic Places (NRHP) for the purposes of this undertaking only;
2. Caltrans has applied the criteria of adverse effect pursuant to 36 CFR 800.5(a)(1) and has determined through subsurface investigations that project related affects to portions of CA-MEN-3645 located within the area of direct impact (ADI) would not diminish the characteristics that would make the overall resource eligible for listing in the NRHP;

3. The portions of CA-MEN-3645 which may contain intact archaeological deposits located outside of the ADI will be protected through the designation of environmentally sensitive areas (ESA);
4. The portions of CA-MEN-3652H located within the ADI will be monitored by a historical archaeologist during construction and areas of the site located outside of the ADI will be protected in place through the implementation of an ESA;
5. An ESA Action Plan has been developed; and
6. Caltrans will develop a post-review discovery plan in the event subsurface deposits are encountered during construction within CA-MEN-3652H. Caltrans will submit this plan at a later date for SHPO review and comment prior to construction.

Based on my review of your letter and supporting documentation, I concur with your finding of no adverse effect without standard conditions as a result of this undertaking.

Thank you for seeking my comments and considering historic properties as part of your undertaking. Please be advised that under certain circumstances, such as post-review discoveries or a change in the undertaking description, you may have future responsibilities for this undertaking under the PA and 36 CFR Part 800. If you require further information, please contact Alicia Perez of my staff at 916-445-7020 or at Alicia.Perez@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4017
FAX (530) 741-4457
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

March 6, 2013

Mendocino County Planning & Building Services
Archaeological Commission
Mr. Dusty Duley
501 Low Gap Road, Room 1440
Ukiah, CA 95482-3738

01-MEN-1
K.P. 69.68-71.13/
P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Duley:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of this project is to replace this functionally obsolete and structurally deficient structure with one that will improve geometrics and structural integrity to ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure.

Please inform me if you are aware of any prehistoric or historic archaeological sites, historic buildings, or other resources within or adjacent to the project area, or if you (or anyone in your organization) have concerns related to cultural resources and the proposed project. The project area is shown on the enclosed maps. Early identification of such resources and concerns insures their consideration during the project planning phase. Your response may be sent to Jeff Haney, Associate Environmental Planner (archaeology), at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosure
JH/jh

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4017
FAX (530) 741-4457
TTY (530) 741-4509



*Flex your power!
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March 18, 2013

Mendocino County Museum
Mr. Daniel Taylor, Director
400 East Commercial Street
Willits, CA 95490

01-MEN-1
K.P. 69.68-71.13/
P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Mr. Taylor:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of this project is to replace this functionally obsolete and structurally deficient bridge with one that will improve geometrics and structural integrity to ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure. The proposed project requires acquisition of new right-of-way and temporary construction easements.

Please inform me if you are aware of any local historic sites, buildings, or other resources within or adjacent to the project area, or if you (or anyone in your organization) have concerns related to historic resources and the proposed project. The project area is shown on the enclosed maps. Early identification of such resources and concerns insures their consideration during the project planning phase. Your response may be sent to Jeff Haney, Associate Environmental Planner (archaeology), at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures
JH/jh

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4017
FAX (530) 741-4457
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

March 18, 2013

Grace Hudson Museum and The Sun House
Ms. Suzanne Abel-Vidor, Director
431 South Main Street
Ukiah, CA 95482

01-MEN-1
K.P. 69.68-71.13/
P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Dear Ms. Abel-Vidor:

The California Department of Transportation (Caltrans), District 1/North Region, proposes to replace the Albion River Bridge (Br. #10-00136), which is along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County, California. The purpose of this project is to replace this functionally obsolete and structurally deficient bridge with one that will improve geometrics and structural integrity to ensure uninterrupted traffic movements in the event of a vehicular breakdown, seismic event, or other catastrophic failure. The proposed project requires acquisition of new right-of-way and temporary construction easements.

Please inform me if you are aware of any local historic sites, buildings, or other resources within or adjacent to the project area, or if you (or anyone in your organization) have concerns related to historic resources and the proposed project. The project area is shown on the enclosed maps. Early identification of such resources and concerns insures their consideration during the project planning phase. Your response may be sent to Jeff Haney, Associate Environmental Planner (archaeology), at the above address or you can contact him directly by calling (530) 741-7114 or faxing (530) 741-4457.

Thank you for giving this matter your prompt attention.

Sincerely,

ADELE POMMERENCK, Chief
Environmental Management, M2 Branch

Enclosures
JH/jh

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901

PHONE (530) 741-4215

FAX (530) 741-4457

TTY (530) 741-4509



*Serious drought.
Help save water!*

August 25, 2016

01-MEN-1

Ms. Julianne Polanco,
State Historic Preservation Officer
P. O. Box 942896
Sacramento, CA 94296-0001

K.P. 69.68-71.13/P.M. 43.30-44.20
EA 01-401100
E-FIS 0100000154

Re: Post-Review Discovery Plan for a Proposed Geotechnical Investigation at the Albion River Bridge,
Mendocino County, California; 01-MEN-1, K.P. 55.36-64.37/P.M. 34.40-40.00 (FHWA_2015_1113_001)

Dear Ms. Polanco:

The California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the above referenced project. This consultation is undertaken in accordance with the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federally-Aided Highway Program in California* (PA).

Caltrans proposes to conduct a geotechnical field investigation at the Albion River Bridge (Br. #10-00136) along State Route (SR) 1 between the communities of Mendocino and Point Arena in Mendocino County. The purpose of this undertaking is provide data necessary to analyze foundation designs for a subsequent bridge replacement project and requires new right-of-way and temporary construction easements. The proposed work, which involves drilling bore holes at eleven locations along slopes adjacent to and under the existing bridge, entails mud rotary borings that will be drilled to depths of perhaps 21.33 to 76.20 m (70.00-250.00 ft). The actual drill hole, however, is 11.43 cm (4.50 inches) in diameter. The Area of Potential Effects (APE) contains two archaeological sites, CA-MEN-3645 and -3652H, which Caltrans is considering to be eligible for the National Register of Historic Places for purposes of this project. Two bore holes will be placed within each site. Construction vehicles will drive over portions of the sites to access proposed drilling locations.

On December 9, 2015, the SHPO concurred with Caltrans' finding that the proposed project would have no adverse effect on CA-MEN-3645 and -3652H because the sites could be protected through the designation of Environmentally Sensitive Areas and monitoring. Caltrans agreed to prepare a post-review discovery plan in the event that subsurface deposits are encountered within CA-MEN-3652H during construction.

Pursuant to our previous consultation, enclosed please find a post-review discovery plan for your review and comment. If you have any questions regarding the document, please do not hesitate to contact me at (916) 653-1029 or jill.hupp@dot.ca.gov or Jeff Haney, Associate Environmental Planner (Archaeology), at (530) 741-7114 or jeff.haney@dot.ca.gov.

Sincerely,

Ms. Polanco
August 25, 2016
Page 2 of 2



Jill Hupp, Chief
Built Environment Preservation Services Branch
Cultural Studies Office, Caltrans HQ

Attachment: Late Discovery Plan for a Proposed Geotechnical Investigation at the Albion River Bridge,
Mendocino County, California

cc: JHaney-D3

DEPARTMENT OF TRANSPORTATION

NORTH REGION ENVIRONMENTAL

703 B Street

Marysville, CA 95901

(530) 720-8931 Kim Tanksley/Archaeologist

www.dot.ca.gov

TTY 711

*Making Conservation
a California Way of Life.*

June 30, 2023

Ms. Julianne Polanco
State Historic Preservation Officer
California State Office of Historic Preservation
1725 23rd Street
Sacramento, CA 95816

RE: First Supplemental Archaeological Survey Report for the Albion River Bridge
Replacement Project (01-40110); EFIS: 0100000154 **FHWA_2015_1113_001**.

Dear Ms. Polanco:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is **continuing consultation** with the State Historic Preservation Officer (SHPO) regarding the State Route 01 Albion River Bridge Replacement Project, located on State Route 1 between postmiles 43.3 and 44.2, near the community of Albion in Mendocino County. This consultation is in accordance with the 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (106 PA). Caltrans is concurrently complying with Stipulation III of the January 2015 Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92, addended 2019 (5024 MOU), and per that stipulation, requests that you use the Section 106 documentation in your review.

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

California Department of Transportation — North Region Environmental**District 1**

1656 Union Street, Eureka, CA 95501

District 21657 Riverside Drive, Redding, CA 96001 (DO)
1031 Butte Street, Redding, CA 96001 (W. Venture)**District 3**

703 B Street, Marysville, CA 95901

Enclosed for your review, please find the *First Supplemental Historic Property Survey Report (FSHPSR)* with associated *First Supplemental Archaeological Survey Report (FSASR)* and *Historic Resources Evaluation Report (HRER)*. Under the 106 PA, Caltrans is responsible for ensuring the appropriateness of the APE ((Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). The FSHPSR documents the addition of staging areas to the APE. The HRER documents the identification and evaluation of the built environment.

Caltrans, in conjunction with the FHWA proposes to replace the Albion River Bridge (10-0136). The bridge is in a poor and deteriorating condition, has a low load rating, and is not an appropriate design for the harsh environment in which it is located. The purpose of this Project is to provide a bridge across the Albion River that meets modern seismic safety standards, provides safe and reliable multimodal access, and minimizes ongoing maintenance costs. The alternatives currently under consideration include three Build Alternatives with various design options and a No-Build (No-Action) Alternative. Previously proposed rehabilitation alternatives were deemed to not be practicable as they could not meet safety requirements and have been removed from further consideration. A preferred alternative will be identified following agency, public, and stakeholder input during the environmental review process.

Previous identification efforts were documented in a *Historic Property Survey Report* dated June 2015, prepared for a geotechnical investigation as part of this undertaking. The report identified three archaeological sites: A prehistoric lithic scatter [CA-MEN-3645 (P-23-00584)], the remains of a 19th and 20th Century lumber mill [CA-MEN-3652H (P23-005516)], and a historic era-refuse deposit [CA-MEN-3653H (P-23-004258)].

The prehistoric site was found to lie within the area-of-direct-impact (ADI) of the geotechnical testing. A Phase II excavation and evaluation was conducted in October 2014 within Caltrans right-of-way (ROW). The evaluation determined the portion of the site within the ROW was not eligible to the National Register of Historic Places (NRHP). The remainder of the site boundary was not determined

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California Department of Transportation — North Region Environmental

District 1
1656 Union Street, Eureka, CA 95501

District 2
1657 Riverside Drive, Redding, CA 96001 (DO)
1031 Butte Street, Redding, CA 96001 (W. Venture)

District 3
703 B Street, Marysville, CA 95901

due to the access restrictions placed by the landowner. The remainder of the untested portion of the site, outside of the ADI, was assumed to be eligible to the NRHP, to be protected as an Environmentally Sensitive Area (ESA). The SHPO concurred with this finding in a letter dated December 19, 2015.

A testing and evaluation strategy for historic-era archaeological sites CA-MEN-3652H and CA-MEN-3653H was developed and documented in a *Historical Resources Evaluation Report and Phase 2 Proposal* (Van Buren 2015). However, due to biological concerns, a permit to conduct the subsurface testing of these two sites could not be obtained and soon after, the private landowner denied access to the area. Because testing and evaluation of these two sites could not be completed, a phased identification process will need to be employed to complete cultural studies pursuant to Section XII of the 106PA and consistent with 36 CFR §§ 800.4(b)(2) and 800.5(a)(3).

The addition of six proposed staging areas, prompted the need for additional field survey. The enclosed FSASR documents these efforts. No new resources were identified. Previously recorded prehistoric site CA-MEN-3645 was rediscovered and the site boundary was expanded. Access restrictions did not allow for subsurface testing and evaluation of the site. A phased identification process will be required for this site as well.

Field survey for the built environment was also completed and documented in the enclosed HRER. The APE contains the Albion River Bridge (Bridge No. 10 0136), which was listed in the NRHP on July 31, 2017 (NRHP Reference #100001383). There were also 33 additional historic-era built environment resources that required evaluation:

#	APN #	Address
1	123-050-04	3781 N. Hwy 1, Albion, CA
2	123-050-05	3775 N. Hwy 1, Albion, CA
3	123-050-26	3751 N. Hwy 1, Albion, CA
4	123-050-25	3725 N. Hwy 1, Albion, CA
5	123-050-34	3700 Albion Little River Road, Albion, CA
6	123-050-37 & 38	3720 Albion Little River Road, Albion, CA

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District 3
703 B Street, Marysville, CA 95901

7	123-050-24-05	3721 Albion Little River Road, Albion, CA
8	123-150-04 & 08	33880-33890 Albion River S. Side Road, Albion, CA
9	123-150-09	33891 Albion River S. Side Road, Albion, CA
10	123-150-22	33861 Albion River S. Side Road, Albion, CA
11	123-150-23	33880 Albion Street, Albion, CA
12	123-150-05	34920 Albion River S. Side Road, Albion, CA
13	123-150-48	Albion Fire Station: 33900 West Street, Albion, CA
14	123-330-09	Ledford House: 3000 N. Hwy 1, Albion, CA
15	123-330-11	2960-2961 Spring Grove Road, Albion, CA
16	123-050-27, 123-050-31, 123-050-36, 123-060-21	Hughes Llama Ranch 3801 N. Hwy 1, Albion, CA
17	123-150-33	Ball House: 34010 Albion Ridge Road, Albion, CA
18	123-150-24	33870 Albion Street, Albion, CA
19	123-150-25	33860 Albion Street, Albion, CA
20	123-150-26	33850 East Lane
21	123-150-27	33840 Albion Street, Albion, CA
22	123-150-28	33830 Albion Street, Albion, CA
23	123-150-52	33820 Albion Street, Albion, CA
24	123-150-53	33810 Albion Street, Albion, CA
25	123-150-31	33800 Albion Street, Albion, CA
26	123-150-10	33879 East Lane, Albion, CA
27	123-150-11	33875 East Lane, Albion, CA
28	123-150-12	33861 East Lane, Albion, CA
29	123-150-13	33851 East Lane, Albion, CA
30	123-150-14	33831 East Lane, Albion, CA
31	123-150-16	33795 East Lane, Albion, CA
32	123-150-44	33950 Albion River S. Side Road, Albion, CA
33	123-170-09	33750 Albion Street, Albion, CA

Pursuant to Stipulation VIII.C. of the Section 106 PA, Section 15064.5(a)(2)-(3) of the CEQA Guidelines, and Section 5024.1 of the California Public Resources Code, Caltrans has concluded that none of the 33 resources evaluated appear eligible for listing in the NRHP or CRHR because they do not have historic

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significance (i.e., they are not significant for associations with important historic events, lives of persons important to history, or for their architecture / design) or they lack historic integrity to any potential period of significance.

All other built resources present within the APE meet the criteria for Section 106 PA (Properties Exempt from Evaluation). Properties within the APE that were exempt from evaluation consisted of buildings less than 30 years old (Property Type 2), buildings so altered as to appear less than 30 years old (Property Type 3), and buildings 30 to 50 years old (Property Type 4).

Caltrans is requesting your concurrence with the following:

1. The expanded APE accurately addresses project activities.
2. Identification efforts associated with the newly proposed staging areas, documented in the FSASR, resulting in no new cultural resources identified, is sufficient.
3. Identification efforts for the built environment documented in the HRER is sufficient and the 33 resources evaluated (listed above) are not eligible to the NRHP.

Caltrans also wishes to convey / clarify the following:

1. The previous finding for the geotechnical testing associated with this project of *Finding of Adverse Effect with Non-Standard Conditions*, applied to the geotechnical testing only. Because the Albion Bridge is listed on the NRHP and will ultimately be replaced and removed, the undertaking will result in a Finding of Adverse Effect. The Finding of Effect document will come to you after public comment and choice of a preferred alternative.
2. The previous evaluation of CA-MEN-3645, resulting in a consensus finding that the portion of the site within Caltrans ROW was not eligible to the NRHP, was associated with the geotechnical testing only. Access

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restrictions to the remainder of the site will require the need for phased identification for the Albion Bridge undertaking as a whole. The two historic-era sites, will also require phased identification for the same reason. Therefore, forthcoming for consultation will be a Cultural Resource Management Plan and Programmatic Agreement that are currently in process.

If you have questions or need additional information, please contact project archaeologist Kim Tanksley at kim.tanksley@dot.ca.gov / (530)720-8931 or project architectural historian David Lemon at david.lemon@dot.ca.gov / (530)821-8334.

Sincerely,



Timothy Keefe
Senior Environmental Planner
Caltrans District 01

Enclosure:

Tanksley, Kim

2023a *First Historic Property Survey Report for the Proposed Albion River Bridge Replacement Project Along State Route 1, Mendocino County, California, 01-MEN-1, K.P 69.68-71.13/ P.M. 43.30-44.20*

2023b *First Supplemental Archaeological Survey Report for the Proposed Albion River Bridge Replacement Project Along State Route 1, Mendocino County, California, 01-MEN-1, K.P 69.68-71.13/ P.M. 43.30-44.20*

McMorris, Christopher

2022 *Historic Resources Evaluation Report, Albion River Bridge Rehabilitation / Replacement Project, State Route 1 Mendocino County, California, 01-MEN-1, K.P 69.68-71.13/ P.M. 43.30-44.20, EA 01-40110, E-FIS 0100000154, January 2022.*

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From: [Vogel, Nancy@CNRA](mailto:Vogel,Nancy@CNRA)
To: [Estrada, Rachelle@DOT](mailto:Estrada,Rachelle@DOT)
Cc: [Baugh, Heather@CNRA](mailto:Baugh,Heather@CNRA)
Subject: RE: Wild and Scenic Rivers Act and 4(f) applicability for the Albion River Bridge Project
Date: Monday, July 24, 2023 11:33:44 AM
Attachments: [image001.png](#)

EXTERNAL EMAIL. Links/attachments may not be safe.

Thanks, Rachelle. The work you describe falls outside the jurisdiction of the Act and does not trigger a need to consult. The Natural Resources Agency does not have concerns.

Thanks –

Nancy

From: Estrada, Rachelle@DOT <Rachelle.Estrada@dot.ca.gov>
Sent: Thursday, July 13, 2023 11:37 AM
To: Vogel, Nancy@CNRA <Nancy.Vogel@resources.ca.gov>
Subject: Wild and Scenic Rivers Act and 4(f) applicability for the Albion River Bridge Project

Hello,

Caltrans, District 1 is preparing an EIR/EIS for the Albion River Bridge Replacement project and would like to send our project description to initiate coordination under the California Wild and Scenic Rivers Act and Section 4(f) of the DOT Act. In our draft document we will be concluding that project would not result in impacts to the free flowing characteristics of the Albion River and/or alter the river segment's ability to meet its recreational designation under the California Wild and Scenic Rivers Act. In addition, we are preparing a draft 4(f) evaluation to be appended to our draft environmental document that indicates we are seeking concurrence from the California Natural Resources Agency with the determination that the project would result in temporary occupancy but no use.

I have attached the project description for your reference. I will add your contact information to our distribution list for public circulation of our environmental document. We are aiming for release of the Draft Document early next year. Please let me know if there is any additional information I can provide at this time and if there is anything else Caltrans should be doing to coordinate.

Many thanks,

Rachelle Estrada
Senior Environmental Scientist (Specialist)
Caltrans District 1, Environmental Planning
****New Cell: 707-499-6587**



Appendix B Title VI Policy Statement

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California Department of Transportation

OFFICE OF THE DIRECTOR
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September 2023

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

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Appendix C Summary of Relocation Benefits

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California Department of Transportation Relocation Assistance Program

RELOCATION ASSISTANCE ADVISORY SERVICES

DECLARATION OF POLICY

“The purpose of this title is to establish a uniform policy for fair and equitable treatment of persons displaced as a result of federal and federally assisted programs in order that such persons shall not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and financial benefits, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require the Department to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by the Department.

RESIDENTIAL RELOCATION FINANCIAL BENEFITS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below.

To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to the Department’s initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation

procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items identified as real property may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to \$25,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$40,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the Department's Division of Right of Way and Land Surveys. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Please see the Division of Right of Way's Relocation Assistance Program for more information at: <https://dot.ca.gov/programs/right-of-way/relocation-assistance-program>.

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Appendix D Avoidance, Minimization, and/or Mitigation Summary

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D.1 INTRODUCTION

The purpose of this document is to provide a summary of measures to offset potential impacts associated with the Albion River Bridge Project.

The Environmental Commitments Record (ECR) is provided in Section D.2 below. Further detail on off-site mitigation for biological resources is provided in Section D.3.

D.2 ENVIRONMENTAL COMMITMENTS RECORD

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed ECR which follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable.

Environmental Commitments Record

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Visual/Aesthetics	AMM-AR-1: The potential for glare would be avoided or minimized through the selection of materials and finishes used for bridge construction.	Environment al Document (ED) Section 3.2.10	Resident Engineer (RE), Environmental Construction Liaison (ECL), Landscape Architect	Design, During Construction	Yes
Visual/Aesthetics	AMM-AR-2: Aesthetic treatment, such as color and pedestrian railing design, would be applied to the bridge railing to increase its visual compatibility.	ED Section 3.2.10	RE, Landscape Architect, Bridge Architect	During Construction	Yes
Visual/Aesthetics	AMM-AR-3: Bridge structures, such as retaining walls and wing walls, would be aesthetically treated with color, texture, and/or patterns to increase the project's visual compatibility with the surrounding environment.	ED Section 3.2.10	RE, Landscape Architect, Bridge Architect	During Construction	Yes
Visual/Aesthetics	AMM-AR-4: All disturbed soil areas that were previously vegetated, including temporary access roads, construction easements, and staging areas, would be restored to a natural contour. Disturbed slopes 2:1 and flatter would be planted and seeded with regionally appropriate California native species plants. Steeper disturbed slopes would be seeded with regionally appropriate California native species plants. No native plantings at their mature height may block existing views.	ED Section 3.2.10	RE, ECL, Landscape Architect, Biologist, Construction Stormwater Coordinator	During/Post-Construction	Yes
Visual/Aesthetics	AMM-AR-5: Albion Campground facilities, such as but not limited to, grass, gravel, and hookups, would be restored, or replaced to their original condition if disturbed by construction activities.	ED Section 3.2.10	RE, ECL	Post-Construction	Yes

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Visual/Aesthetics	AMM-AR-6: Caltrans would work with community members to offset the project's effects on scenic views, through the incorporation of community input into the identification and design of landscape amenities to enhance views and provide opportunities for passive recreation.	ED Section 3.2.10	Coordinator, Landscape Architect, Archaeologist	Design	Yes

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Air Quality	<p>AMM-AQ-1: Implementation of the following measures, some of which may also be required for other purposes such as storm water pollution control, would reduce air quality impacts resulting from construction activities.</p> <ol style="list-style-type: none"> 1. All construction equipment would use low sulfur fuel, as required by CA Code of Regulations Title 17, Section 93114. 2. A dust control plan would be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities. 3. Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, would be used. 4. Dust and mud that are deposited on paved, public roads due to construction activity and traffic would be removed promptly and regularly to reduce PM emissions. 5. To the extent feasible, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times. <p>Disturbed areas would be stabilized as soon as practical after grading to reduce windblown PM in the area.</p>	ED Section 3.3.6	RE, ECL	During Construction	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Biological Resources	AMM-BR-1: Caltrans proposes to compensate for permanent impacts to sensitive natural communities by purchasing credits from the Mendocino Coast Mitigation Bank and/or conducting off-site mitigation. The appropriate credit ratios would be identified and coordinated through the CCC, USACE, NCRWQCB, CDFW, and any other administering agencies during the permitting phase of the project. Caltrans anticipates mitigation credits to be available prior to project impacts; therefore, a mitigation ratio of approximately 1:1 to 2:1 is expected. Alternatively, a minimum ratio of 3:1 would be proposed for restoration and/or preservation at an off-site location.	ED Section 3.4.1	Biologist, Mitigation Specialist	Design	Yes
Biological Resources	AMM-BR-2: Soil (sand) protection timber crane mats would be deployed when working adjacent to the channel or below high tide line at low tide, and temporary trestle piles and permanent bridge foundations would be placed outside of eelgrass habitat, where feasible.	ED Section 3.4.1	RE, ECL	During Construction	Yes
Biological Resources	AMM-BR-3: When feasible, temporary trestle piles would be installed and removed during outgoing tides to deflect turbidity away from upstream eelgrass beds.	ED Section 3.4.1	RE, ECL	During Construction	Yes
Biological Resources	AMM-BR-4: Wetlands and other waters temporarily disturbed would be restored to their natural contours for revegetation.	ED Section 3.4.1	RE, ECL	Design, During Construction	Yes
Biological Resources	AMM-BR-5: If active obscure bumble bee nests are found, a protective no-work buffer of 50 feet would be established until such time as the project biologist determines the buffer is no longer necessary.	ED Section 3.4.4	Biologist, RE, ECL	Pre/During Construction	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Biological Resources	AMM-BR-6: A Marine Animal Monitoring Plan (MAMP) would be developed and implemented for marbled murrelets, sea turtles and marine mammals other than Pacific harbor seal. A biological monitor would be present to monitor for these species during all construction activities that have the potential to produce impulsive hammering sounds within the Albion River channel or Albion Cove, including any vibratory or percussive pile installation, hoe-ramming, or jackhammering. The MAMP would be prepared prior to construction and would include adaptive measures, such as defining a safety zone around in-river activities specific to species or hearing groups. To minimize exposure to marine animals and possible harm from construction activities, no impact pile driving would be initiated when marine animals are detected within their respective safety zone. In addition, during impact driving, when a marine mammal is detected through on-site monitoring within an identified safety zone, or is about to enter its respective safety zone, pile driving or demolition work would be halted and not resumed until the animal was seen to leave the safety zone on its own, or 30 minutes had elapsed since the animal was last seen.	ED Section 3.4.4	Biologist, RE, ECL	Pre/During Construction	Yes

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Biological Resources	<p>AMM-BR-7: Cofferdams would be installed at low tide if feasible to avoid trapping aquatic species. Once placed, dewatering and relocation efforts would be performed in accordance with all measures outlined in the Aquatic Species Relocation Plan (Standard Measure BR-2) and would adhere to <i>Best Management Practices to Minimize Adverse Effects to Pacific Lamprey (Entosphenus tridentatus)</i> (USFWS 2010).</p> <ol style="list-style-type: none"> 1. The orientation, siting, and type of fish screens used for dewatering operations would be selected to minimize potential entrainment of lamprey. 2. Electrofishing would be performed prior to dewatering to relocate ammocoetes within the work zone to a safe area away from the construction site. 3. Dewatering would be performed slowly over several days, or at a minimum overnight, to allow opportunity for any remaining lamprey to relocate on their own. 4. A professional fisheries biologist would be present during channel excavations to sift through removed substrate to salvage any remaining ammocoetes, returning them to the stream channel a safe distance away from the construction site. 	ED Section 3.4.4	Biologist, RE, ECL	During Construction	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Biological Resources	<p>AMM-BR-8: To ensure “no net loss” of seagrass (surfgrass and eelgrass), all necessary standards outlined in the California Eelgrass Mitigation Policy (CEMP) would be followed. This includes the development of a comprehensive mitigation and monitoring plan and associated pre- and post-construction surveys.</p> <p>If temporarily impacted areas of seagrass do not restore naturally within an agreed-upon timeframe (to be determined during permitting), then adaptive mitigation measures may be implemented. Restoration efforts would likely take the form of infilling gaps within remaining eelgrass patches. If an impact is determined to have occurred as a result of project construction, any gaps that have developed between the pre- and post-construction surveys that are greater than 1 meter across would be planted. If determined necessary, Caltrans would pursue on-site mitigation with a final minimum restoration ratio of 1.2:1. If there are permanent impacts, then Caltrans would mitigate with a final restoration ratio achieving a minimum of 2:1. Restoration options to offset permanent impacts would be developed in coordination with CDFW and NMFS and could include in-stream efforts within the project area or upstream that increase potential habitat area by removing existing structures currently shading or occupying potential habitat areas (e.g., old wood and concrete piers and/or docks).</p>	ED Section 3.4.1	Biologist, Mitigation Specialist, RE, ECL	Design, Pre/During/ Post Construction	Yes

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Biological Resources	AMM-BR-9: Caltrans would pursue off-site restoration to offset permanent losses of wetlands and waters habitats that cannot be restored or replaced onsite. Caltrans plans to use credits from the Mendocino Coast Mitigation Bank as mitigation for impacts to aquatic resources that cannot be restored onsite. As compensatory mitigation to offset project impacts to aquatic resources and riparian habitat, Caltrans anticipates that final restoration acreage may vary based on changes to project design and/or additional input from resource/regulatory agencies. Caltrans anticipates mitigation credits to be available prior to project impacts; therefore, a mitigation ratio of approximately 1:1 to 2:1 is expected.	ED Section 3.4.1	Biologist, Mitigation Specialist	Design	Yes

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Biological Resources	<p>AMM-BR-10: Caltrans would pursue feasible mitigation opportunities to offset impacts to federally and state listed fish species. Potential options include improving habitat complexity or partially funding an important salmonid recovery project within the area.</p> <p>Improving habitat complexity would involve working with potential partners to improve portions of the Albion River within the project area. This could include adding large woody debris upstream to increase in-stream complexity and cover for migrating fish and/or rearing juveniles (depending on location) and potentially bioengineering the rock wall within portions of the Albion Campground. It could also include removal of the southern pier that falls within the Albion River for the current bridge, which would add available streambed area within the channel.</p> <p>Alternatively, impacts could be addressed by partially funding an important salmonid recovery project within the Albion basin or the surrounding HUC 10 watershed.</p> <p>Potential partners for fish mitigation projects (fish passage and/or habitat restoration/enhancements) in the Albion River or nearby systems (e.g., Navarro River) include, but may not be limited to: The Nature Conservancy, Mendocino Redwood Company, Trout Unlimited, Inc., and The Conservation Fund.</p>	ED Section 3.4.5	Biologist, Mitigation Specialist	Design	Yes

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Cultural Resources	AMM-CR-1: Known cultural resources, not located in the area of direct impact (ADI) of the proposed project, would be protected by temporary high visibility fencing (THVF) and marked as an environmentally sensitive area (ESA). The ESA would also be included on the construction plans. Protocols for the establishment of ESAs and procedures in the event of an inadvertent breach of an ESA are documented in the Cultural Resource Management Plan (CRMP), developed in consultation with the California State Historic Preservation Officer (SHPO) and attached to the Phased Programmatic Agreement (PA) (see AMM-CR-2).	ED Section 3.2.11	Design, RE, ECL, Archaeologist	Design, During Construction	Yes
Cultural Resources	AMM-CR-2: Following execution of the Phased PA and alternative selection, Caltrans would implement the CRMP, which is an attachment to the Phased PA. The CRMP would guide the further evaluation of CA-MEN-3652H [P-23-005516]), historic-era refuse deposits (CA-MEN-3653H), and a prehistoric site (CA-MEN-3645 (P-23-00584). The CRMP would outline a Phased Identification approach and process through which a Finding of Effect for these sites would be determined in consultation with the SHPO and other consulting parties. The procedures for addressing an inadvertent discovery would also be located in the CRMP.	ED Section 3.2.11	Archaeologist	Design	Yes

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Cultural Resources	<p>AMM-CR-3: To address adverse effects to the historic bridge, Caltrans would initiate historic bridge recordation using Level I or II Historic American Engineering Record (HAER) documentation, with copies held at local historical repositories and made available to the public. The HAER documentation would follow National Park Service guidelines for formal archival documentation, which consists of measured and interpretive drawings, historical reports, and large-format photographs. Additional treatment measures to address adverse effects may include, but are not limited to:</p> <ol style="list-style-type: none"> 1. Public interpretative materials such as website materials and/or a short film about the history of the bridge, which could be shared through a local historical society, Mendocino County, and/or schools. 2. A commemorative monument or interpretive exhibit(s) near the location of the new bridge. Caltrans would designate a location for interpretive panels focused on the history of the Albion Bridge and its surroundings. 3. A short documentary film that would document the evolution and construction of the Albion Bridge and the greater Albion community. The film would be available for viewing on a Caltrans supported website and be made available for educational and interpretive purposes by the public. <p>Following public input and consultation with SHPO, and consulting parties, treatment measures would be finalized and documented in the CRMP.</p>	ED Section 3.2.11	Architectural Historian	Design	Yes

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Cultural Resources	AMM-CR-4: In consultation with SHPO, Caltrans would prepare an Archaeological Monitoring Plan, which would be included in the CRMP and attached to the Phased PA. The Archaeological Monitoring Plan would be implemented during construction. This plan would include establishing Resource Monitoring Areas (RMAs) and having an archaeologist and Tribal representative monitor job site activities within the RMAs to identify any undiscovered resources, unanticipated effects, and to inform tribal communities that cultural resources being protected by ESAs remain effective. No work can be conducted within the RMAs unless archeological and Tribal monitors are present. The Archaeological Monitoring Plan would be updated following further investigations of CA-MEN-3652H [P-23-005516]), historic-era refuse deposits (CA-MEN-3653H), and prehistoric site (CA-MEN-3645 [P-23-00584]).	ED Section 3.2.11	Archaeologist, RE, ECL	Design, During Construction	Yes
Energy	AMM-GHG-1: The use of construction BMPs would minimize energy consumption from construction activities, including but not limited to: <ol style="list-style-type: none"> 1. Limit idling of vehicles and equipment. 2. Using solar-powered equipment, if feasible (e.g., signal boards). 3. Regular vehicle and equipment maintenance. 4. If feasible, recycle non-hazardous waste and excess materials to reduce disposal offsite. In addition, with innovations such as longer pavement lives, improvement in traffic management, and changes in materials, energy consumption can be offset to some degree by longer intervals between maintenance activities, and other project features.	ED Section 3.3.8	RE	During Construction	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Hydrology and Floodplain	AMM-HF-1: During construction, the site would be monitored on a regular basis as well as each time the National Weather Service issues a flood risk warning at the closest monitoring station (Fort Bragg) to assess the potential for debris loading and implement measures, as determined feasible, to remove staged materials and racked debris that poses a threat to temporary and permanent infrastructure and channel/bank stability. Measures would include the use of on-site equipment (e.g., excavators) to remove staged materials from the site in advance of a flood event, and to dislodge or remove and dispose of racked debris caught on temporary trestles in the river, when site conditions allow for the safe removal of debris.	ED Section 3.3.1	RE, ECL	During Construction	No
Hazardous Waste/Materials	AMM-HW-1: All monitoring wells would be identified and protected from damage in the vicinity of the former Albion Shell Station (3300 North Highway 1). Wells would be identified as environmentally sensitive areas (ESAs) in final design. The construction contractor would allow access to the wells for sampling.	ED Section 3.3.5	Project Engineer (PE), Hazardous Waste Specialist, RE, ECL	Design, Pre/During Construction	No
Hazardous Waste/Materials	AMM-HW-2:- If Alternative 2 (East Alignment) is selected as the Preferred Alternative, a Detailed Site Investigation (DSI) would be prepared to determine whether the proposed project would encroach on areas previously impacted from activities associated with past use of the site as a lumber mill. The results from the DSI would inform whether elevated levels of contaminants are present and provide Caltrans information regarding special handling and disposal requirements of these materials, if needed. In addition, information gathered from the DSI would provide information in support of property acquisition and any additional SSP or NSSP development.	ED Section 3.3.5	Hazardous Waste Specialist	Design	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Hazardous Waste/Materials	AMM-HW-3: Asbestos abatement would be completed prior to any work on structures that could potentially contain asbestos. SSP 14-11.16, <i>Asbestos Containing Construction Materials in Bridges</i> , would be included in the specification package. In accordance with SSP 14-11.16, a certified industrial hygienist (CIH) with experience and knowledge of asbestos removal work and a certified asbestos consultant would direct the removal, storage, transportation, and disposal of asbestos containing materials and would sign and seal the Asbestos Compliance Plan. A certified asbestos consultant would sign and seal an Asbestos Work Plan, which would be submitted 15 days before starting bridge demolition activities in areas containing or suspected to contain asbestos. All personnel would be required to submit certification of completed safety training before starting work in areas containing or suspected to contain asbestos.	ED Section 3.3.5	RE, ECL, Hazardous Waste Specialist	Design, During Construction	No
Hazardous Waste/Materials	AMM-HW-4: SSP 14-9.02, <i>NESHAP Notification</i> , would be included in the specification package. A NESHAP notification to the Mendocino County Air Quality Management District (MCAQMD) would be required prior to bridge demolition activities.	ED Section 3.3.5	RE, ECL, Hazardous Waste Specialist	Design, During Construction	No
Hazardous Waste/Materials	AMM-HW-5: Nssp 14-11.17, Disturbance of Existing Treated Wood and Paint Systems on Bridges, would be included in the project specifications. A Health and Safety Plan would be prepared for disturbance or removal of TWW. TWW can be found in the bridge's timber, utility poles, signposts, and bridge rails. TWW would be included as a disposal item in the construction contract and disposed of in accordance with SSP 14-11.14, <i>Treated Wood Waste</i> . Any personnel who handle or may come in contact with TWW would be provided training.	ED Section 3.3.5	RE, ECL, Hazardous Waste Specialist	Design, During Construction	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Hazardous Waste/Materials	AMM-HW-6: A Lead Compliance Plan would be prepared prior to paint and thermoplastic disturbance/removal.	ED Section 3.3.5	RE, ECL	Pre/During Construction	No
Hazardous Waste/Materials	AMM-HW-7: A Health and Safety Plan would be required for soil disturbance/removal beneath the bridge structure. In addition, NSSP 14-11.11, <i>Department Generated Contaminated Soil</i> , would be included in the specification package.	ED Section 3.3.5	RE, ECL, Hazardous Waste Specialist	Design, During Construction	No
Hazardous Waste/Materials	AMM-HW-8: In accordance with Standard Measure HW-2, Caltrans SSP 14-11.12, <i>Remove Yellow Traffic Stripes and Pavement Markings with Hazardous Waste Residue</i> , would be included in specification package. SSP 36-4, <i>Containing Lead from Paint and Thermoplastic</i> , would also be included in the specification package. SSP 84-9.03B, <i>Remove Traffic Stripes and Pavement Markings Containing Lead</i> , would be included if this method is preferred.	ED Section 3.3.5	RE, ECL, Hazardous Waste Specialist	Design, During Construction	No
Hazardous Waste/Materials	AMM-HW-9: All lead-impacted excavated soil would be managed in accordance with the ADL Agreement between Caltrans and DTSC. Surface soils from potentially contaminated areas have been tested. In accordance with Standard Measure HW-1 , a Lead Compliance Plan would be prepared for lead-impacted soil as a bid item for the construction contractor. The following specifications would also be included for soil disturbance and removal activities along roadways in the specification package: SSP 7-1.02K(6)(j)(iii), <i>Earth Material Containing Lead</i> ; SSP 14-11.08, <i>Regulated Material Containing Aerially Deposited Lead</i> ; and SSP 14-11.09, <i>Minimal Disturbance of Material Containing Regulated Concentrations of Aerially Deposited Lead</i> .	ED Section 3.3.5	RE, ECL, Hazardous Waste Specialist	Design, During Construction	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Noise and Vibration	<p>AMM-NOI-1: Construction Noise Minimization Measures. To reduce the potential for noise impacts resulting from project construction, the following measures shall be implemented during Project construction.</p> <ol style="list-style-type: none"> 1. When feasible, noise-generating construction activities shall be restricted to between 7:00 a.m. and 7:00 p.m. Monday through Saturday, with no construction occurring on Sundays or federal holidays. If work is necessary outside of these hours, notifications shall be made to interested parties in advance and additional noise controls shall be implemented where practical and feasible. 2. All internal combustion engine driven equipment shall be equipped with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment. 3. Unnecessary idling of internal combustion engines within 100 feet of residences shall be strictly prohibited. 4. "Quiet" air compressors and other "quiet" equipment shall be utilized where such technology exists. <p>Provide acoustic shielding around pile driving hammer.</p>	ED Section 3.3.7	RE, ECL	During Construction	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Timing	Mitigation for significant impacts under CEQA?
Noise and Vibration	AMM-VIB-1: <i>Pre-construction Surveys.</i> Prior to the start of construction, a pre-construction survey that documents the existing condition of the buildings shall be conducted. The pre-construction survey shall identify and document both structural and cosmetic damage on the interior and exterior of the building. The length and width of cracks shall be measured, and if deemed necessary, monitored during construction. Areas that are typically inspected during a pre-construction survey include foundations, interior/exterior walls, hardscaping, and interior floors. The survey shall include a photo log or video log, and if known, list the cause of the damage.	ED Section 3.3.7	Structures Engineer, RE, ECL	Pre-Construction	No
Noise and Vibration	AMM-VIB-2: Vibration Monitoring. During construction, vibration monitors shall be placed outside the buildings at the point closest to the vibration source.	ED Section 3.3.7	RE, ECL	During Construction	No
Parks and Recreational Facilities	AMM-PR-1: A public outreach program would be implemented that provides notification to the public (e.g., residents, businesses, Albion River users/recreationalists, emergency service providers, and transit operators) and applicable agencies with information regarding construction activities and closures.	ED Section 3.2.5	RE	During Construction	No
Traffic and Transportation / Pedestrian and Bicycle Facilities	AMM-TT-1: A contingency plan would be prepared in coordination with emergency services to accommodate emergency vehicles at all times. This contingency plan would include provisions for access across the bridge for all vehicles during evacuation (i.e., wildfires).	ED Section 3.2.9	RE	Pre/During Construction	No
Utilities/Emergency Services	AMM-UE-1: Access to the Albion Little River Fire Protection District fire station at 34920 Albion Street, Albion, CA would be maintained at all times during construction.	ED Section 3.2.8	RE	During Construction	No
Water Quality and Stormwater Runoff	AMM-WQ-1: All erosion control fabric would be natural fiber, not plastic.	ED Section 3.3.2	RE, ECL, Landscape Architect	During Construction	No

D.3 POTENTIAL OFF-SITE MITIGATION FOR BIOLOGICAL IMPACTS

Temporary and permanent project impacts to aquatic, riparian, Sensitive Natural Communities (SNC), and Environmentally Sensitive Habitat Areas (ESHA) that cannot be fully offset at the proposed project site will be mitigated at appropriate off-site locations. The California Department of Transportation (Caltrans) is currently evaluating several off-site mitigation alternatives and will coordinate with resource and regulatory agencies to select the preferred mitigation option(s) to satisfy mitigation obligations for the proposed project. Caltrans has identified several challenges to implementing mitigation on-site including, but not limited to, the extent of available right of way (ROW) at the project location and severely limited off-site mitigation options in the coastal zone of the Big-Navarro-Garcia Hydrological Unit Code (HUC) 8 (18010108) watershed. Caltrans is currently proposing to meet any required off-site compensatory mitigation for impacts to wetlands, non-wetland waters, riparian, and upland SNC/ESHA at the Mendocino Coast Mitigation Bank. For project-related impacts to listed fish species, Caltrans will coordinate with organizations conducting work in the Albion River or nearby watershed to identify viable fish mitigation projects and consult with the California Department of Fish and Wildlife (CDFW) and the National Marine Fisheries Service (NMFS) on the applicability of the project(s) to satisfy Caltrans' mitigation obligations. For project-related impacts to eelgrass and seagrass Essential Fish Habitat (EFH), Caltrans will adhere to the California Eelgrass Mitigation Plan (CEMP) and develop a site-specific Mitigation and Monitoring Plan in coordination with CDFW and NMFS.

The Mendocino Coast Mitigation Bank is currently being established by Resource Environmental Solutions, LLC (RES) for the Big-Navarro-Garcia watershed to provide mitigation credits for impacts associated with transportation projects occurring in the coastal zone of this watershed. Due to delays in establishing the bank, RES is proposing two banks (Bank #1 and Bank #2) to align similar habitats, reduce service areas, and expedite the bank enabling process. Bank #1 consists of two parcels, one near Brush Creek and the other adjacent to the Garcia River. Bank #2 will include parcels at locations adjacent to the Navarro River/estuary and Ten Mile River/estuary. Details regarding the proposed off-site compensatory mitigation option is described in the following section.

D.3.1 Mendocino Coast Mitigation Bank Project

Introduction

In 2013, Caltrans' Environmental and Project Management teams initiated the process to program an advanced mitigation project to capture anticipated impacts associated with upcoming transportation projects on State Route (SR) 1, in the coastal zone of the Big-Navarro-Garcia HUC 8 watershed (Figures 1 & 2). This process projected a need for 11.1 credits to compensate for impacts to 3-parameter wetlands and 4.1 credits for other waters compensation (credits for Caltrans' Bridges Program Bank contract – 01A1999). In 2017, Caltrans North Region Environmental programmed a second project to capture additional future impacts to aquatic resources along SR 1 in the coastal Big-Navarro-Garcia watershed. This process projected an additional need for 15.1 credits to compensate for impacts to 3-parameter wetlands and 8.1 credit for other waters compensation (credits for Caltrans' Advanced Mitigation Program contract – 01A1998). To mitigate for impacts to resources under the jurisdiction of applicable regulatory agencies, Caltrans District 1 is routinely required to comply with regulatory permits including, but not limited to, United States Army Corps of Engineers (USACE) Clean Water Act (CWA) Section (§) 404, California State Water Resources Control Boards (SWRCB) CWA §401, CDFW Lake and Streambed Alteration Agreement (LSAA), and California Coastal Commission (CCC) Coastal Development Permit (CDP). Due to the lack of mitigation banks and credits available for purchase, District 1 typically is required to mitigate at a higher ratio under a permittee-responsible mitigation (PRM) approach. Additionally, the timely issuance of permits and delivery of capital projects is challenging. At the time of programming projects in 2013, and as remains the case for present day, no mitigation banks currently exist in the Big-Navarro-Garcia HUC 8 watershed. Therefore, to lessen project costs through reduced off-site mitigation ratios, limit the need for staff resources, and to provide ecologically beneficial, landscape level mitigation as opposed to postage stamp PRM projects, Caltrans District 1 began the process to create a coastal Mendocino mitigation bank in the Big-Navarro-Garcia watershed.

In 2019, Caltrans District 1 created and circulated two (2) Request for Proposals (RFP) seeking a contractor(s) to procure the anticipated mitigation credits in coastal Mendocino County for impacts to jurisdictional wetlands and other waters protected under the California Coastal Act (CCA) and CWA. In addition to establishing a mitigation bank in coastal Mendocino County, Caltrans required the contractor to conduct all the necessary technical studies, obtain environmental approvals, and prepare all relevant documents necessary under the approval of state and federal regulatory agencies as part of the contract(s). After review of technical and cost proposals submitted by various mitigation banking organizations, Caltrans awarded RES both contracts in early 2020 to provide 26.2 credits of 3-parameter wetlands and 12.2 credits of other waters in the coastal zone of the Big-Navarro-Garcia HUC 8 watershed.

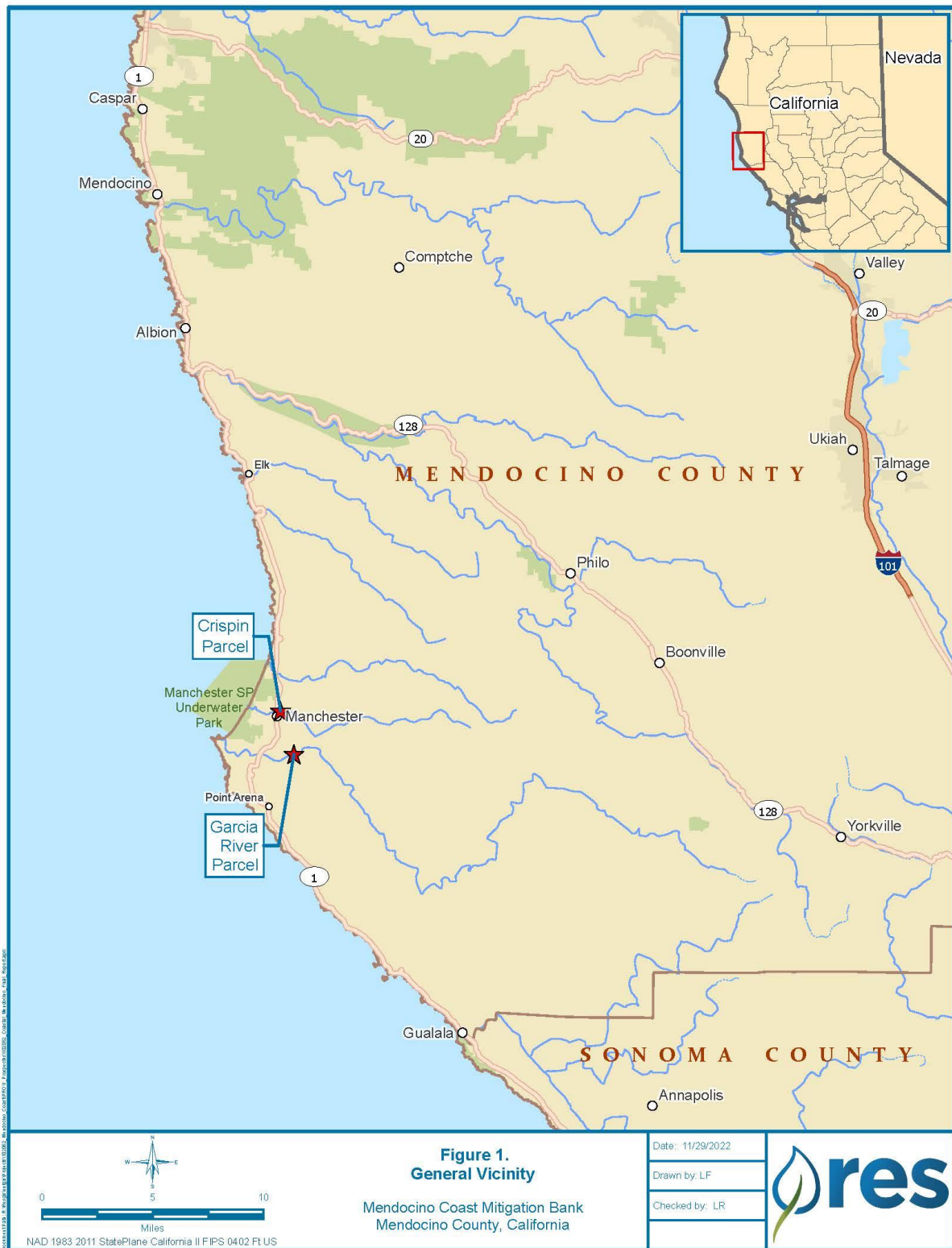


Figure 1. Mendocino Coast Mitigation Bank (Bank #1) Locations

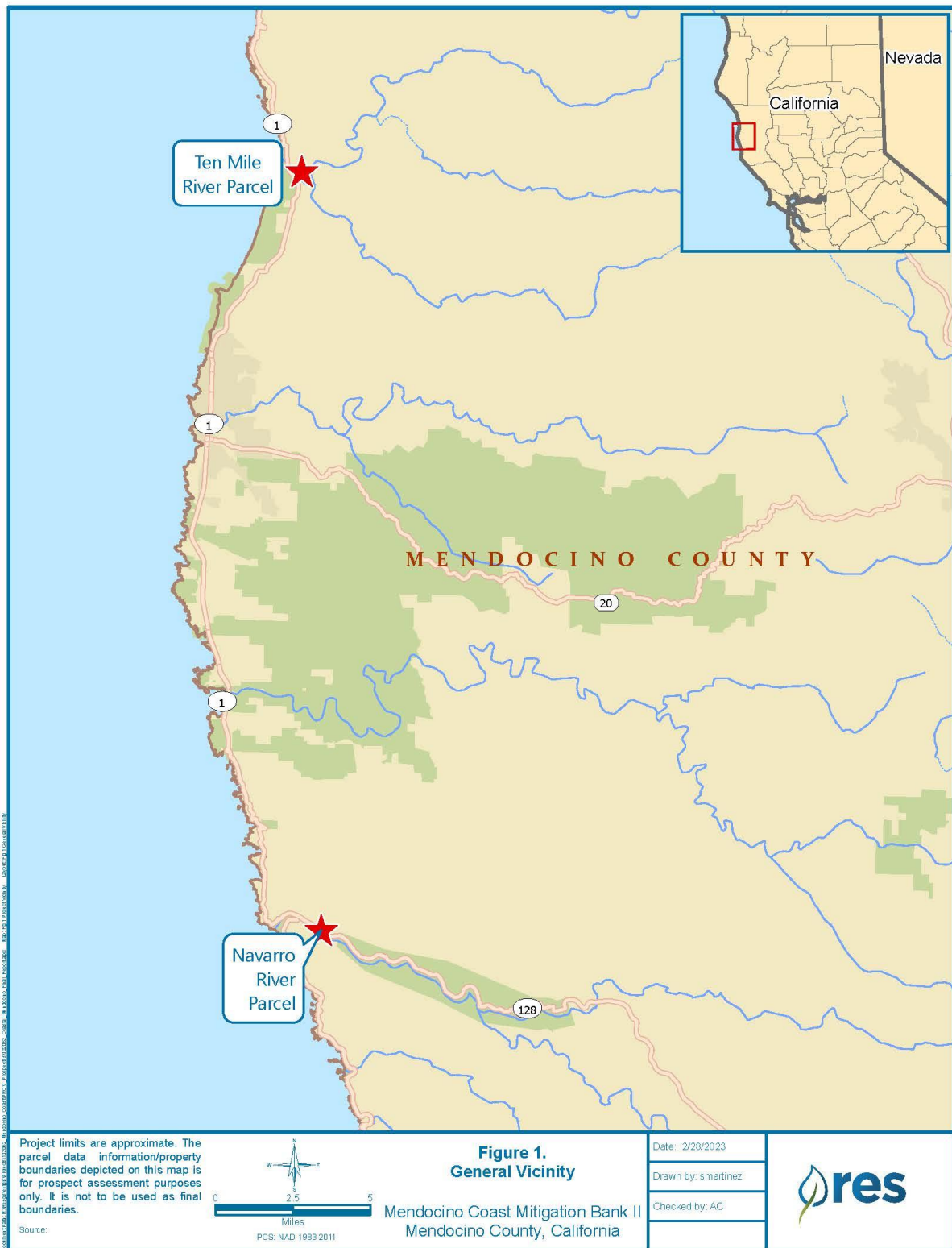


Figure 2. Mendocino Coast Mitigation Bank (Bank #2) Locations.

PROPOSED RESTORATION

As compensatory mitigation to offset project impacts to aquatic resources, riparian, and SNC/ESHA resources, Caltrans proposes to purchase credits from the Mendocino Coast Mitigation Bank. Restoration acreage may vary based on changes to project design and/or additional input from resource/regulatory agencies. Typical mitigation ratios for permanent impacts to coastal resources via PRM has historically been high (e.g., 3:1 riparian creation, 4:1 wetlands/non-wetland waters creation) however, Caltrans anticipates the Bank Enabling Instrument (BEI) to be finalized and credits to be available prior to project impacts. Therefore, temporal loss will be reduced and a lower mitigation ratio (1:1) is to be expected. Table 1 below shows the anticipated bank establishment timelines (2025 & 2026) and availability of credits as to when project construction impacts are expected to occur (2027). Acres provided below pertain only to Caltrans' contracted credits though RES plans to restore, enhance, and/or create additional credits for aquatic, riparian, and upland SNC/ESHA resources.

Table 1. Mendocino Coast Mitigation Bank Credit Release Timeline.

Milestones	Anticipated Year	Contract #1		Contract #2	
		15.1	8.1	11.1	4.1
		Wetlands	Other Waters	Wetlands	Other Waters
A (15% credits)	February 2025 (Bank #1) June 2025 (Bank #2)	2.265	1.215	1.665	0.615
B (40% credits)	January 2026 (Bank #1) January 2027 (Bank #2)	6.04	3.24	4.44	1.64
Caltrans Project: Albion River Bridge (01-40110) – Construction Anticipated Summer 2027					
C (55% credits)	January 2028 (Bank #1) January 2029 (Bank #2)	8.305	4.455	6.105	2.255
D (70% credits)	January 2029 (Bank #1) January 2030 (Bank #2)	10.57	5.67	7.77	2.87
E (85% credits)	January 2030 (Bank #1) January 2031 (Bank #2)	12.835	6.885	9.435	3.485
F (100% credits)	January 2031 (Bank #1) January 2032 (Bank #2)	15.1	8.1	11.1	4.1

In addition to delivering the contracted aquatic resource credits for current and future transportation projects along the Mendocino coast, RES also plans to deliver other non-contracted credits including non-wetland riparian, upland SNC, and other ESHA. The bank will include a wide array of wetland habitat types and resources that may include seasonal wetlands, riparian floodplain wetlands, tidal marsh, fen, riparian non-wetland, and other waters. Final restoration designs plan to incorporate layered credits for contracted aquatic resources (e.g., wetland riparian) as well as other resources including non-wetland/upland riparian, ESHA, and SNC. Resources proposed for

mitigation values (e.g., creation, restoration, enhancement, preservation) are detailed in the Final Prospectus for banks #1 and #2.

CONCLUSION

Caltrans has determined that the proposed Mendocino Coast Mitigation Bank will compensate for any project impacts to wetlands, non-wetland waters, riparian, and other SNC/ESHA resources that cannot be fully mitigated at the project site. For the project, impacts are anticipated to occur following bank establishment/construction therefore, Caltrans anticipates a lower mitigation ratio (1:1) to compensate for project impacts.

RES has made substantial progress towards the development of the Mendocino Coast Mitigation Bank, completing tasks including, but not limited to, the execution of land purchases and agreements, conducting field analyses and studies, organization of the IRT, completion of a Draft/Final Prospectus for banks #1 and #2, development of a DBEI for Bank #1, and coordination and consultation with resource/regulatory agencies to begin the permitting process. To date, the IRT has deemed the Final Prospectus complete for Bank #1 and is now in the DBEI phase of the bank establishment process. For Bank #2, RES has completed the Final Prospectus and is preparing to submit the DBEI to the IRT in summer/fall 2024. A Final Prospectus includes conceptual restoration designs and a crediting methodology for existing habitats and those proposed to be restored, enhanced, and/or created. Following submittal, review, and approval of the Final Prospectus, RES will develop and submit a DBEI to the IRT which will include a Development Plan. Within the Development Plan, RES will include a detailed description of the properties to be included in the bank, a description of the biological resources present, a vegetation map, proposed development activities to preserve, enhance, restore or establish habitats, and identify the specific performance standards for the proposed development actions. Approval of the Final BEI for Bank #1 is anticipated to be early 2025 and Bank #2 is summer 2025.

Through the execution of the two (2) contracts in early 2020 (01A1998 and 01A1999), Caltrans is committed to completing mitigation for current and future transportation projects in the coastal zone of the Big-Navarro-Garcia HUC 8 watershed and intending to use the mitigation banks to compensate for project impacts. This action to contractually obligate Caltrans to RES, as well as RES' current progress, makes the development and creation of the Mendocino Coast Mitigation Bank a reasonably foreseeable mitigation for the Albion River Bridge Project. Additionally, prior to anticipated project impacts, Caltrans expects that the Mendocino Coast Mitigation Bank will be established/constructed and thus will have advanced mitigation in place prior to project impacts. Further information regarding conceptual and detailed restoration designs, site control, performance standards, and interim/long-term management plans will be presented to the IRT as required to complete the mitigation bank establishment process.

Caltrans is confident that the Mendocino Coast Mitigation Bank Final BEI will be approved by the IRT and permitted by the regulatory agencies prior to project

construction. However, Caltrans acknowledges that the development of a mitigation bank within the coastal zone may be complicated by additional requirements by the regulatory agencies. For this matter, this mitigation option may not be a viable solution if the anticipated schedule to finalize the BEI and permit the bank is not met prior to project construction. As development of the Mendocino Coast Mitigation Bank progresses, Caltrans will closely coordinate with the permitting agencies to determine whether the bank will be established and permitted (anticipated February 2025 [Bank #1] & June 2025 [Bank #2]) prior to the project's construction timeline (2027).

If the IRT fails to establish the mitigation bank and RES does not obtain the necessary regulatory permits prior to the construction for this project, Caltrans will consult with the regulatory agencies to determine an appropriate alternative mitigation strategy that compensates for project impacts. For aquatic and riparian resource mitigation, Caltrans will prioritize a watershed approach (within the Big-Navarro-Garcia HUC 8 watershed) with mitigation for the project's permanent impacts occurring at a 3:1 off-site mitigation ratio for in-kind, replacement mitigation or at higher ratios for out-of-kind mitigation. Out-of-kind mitigation examples include, but may not be limited to, enhancement activities including invasive species removal (6:1 ratio) and/or preservation of habitats (9:1 ratio).

D.3.2 Compensatory Mitigation for Listed Salmonids

Mitigation for impacts to listed salmonids would be implemented in coordination with the NMFS and CDFW. Mitigation for incidental take may be addressed by partially funding an important salmonid recovery project in the basin. Caltrans will not initiate any construction activities that may impact listed salmonids associated with the Albion River Bridge Project until Caltrans has a mutually approved contract with the selected entity. As required by CDFW in compliance with CESA-specific mitigation obligations, Caltrans will submit written evidence of the approved contract and the secured funding with the entity as evidence of financial assurances to CDFW prior to the initiation of any construction activities that may impact listed salmonids associated with the action. Opportunities for Caltrans to provide partial funding would be based on an accepted estimate for the potential **Take** of listed salmonids under FESA and CESA and would be determined prior to obtaining project permits.

Potential partners for various fish mitigation projects (fish passage and/or habitat restoration/enhancements) in the Albion River or nearby systems (e.g., Navarro River) include, but may not be limited to:

- Mendocino Redwood Company
- The Nature Conservancy
- Trout Unlimited, Inc.
- The Conservation Fund

As project impacts and compensatory fish mitigation needs are further refined through the consultation process, Caltrans will coordinate with the aforementioned organizations to identify viable fish mitigation projects and consult with CDFW and NMFS on the applicability of the project(s) to satisfy Caltrans' mitigation obligations.

D.3.3 Compensatory Mitigation for Seagrass

Seagrass communities at the Albion River Bridge BSA include eelgrass (*Zostera marina*) and surfgrass (*Phyllospadix* sp.). Both surfgrass and eelgrass are afforded protection as important components (Habitat Areas of Particular Concern [HPAC]) of Pacific Coast Salmon and Pacific Coast Groundfish EFH.

Mitigation for impacts to eelgrass and surfgrass beds would be implemented in conformance with the CEMP and in coordination with NMFS and CDFW. To ensure "no net loss" of seagrass, Caltrans would follow all necessary standards outlined in the CEMP. This includes development of a comprehensive mitigation and monitoring plan for unavoidable impacts and associated pre- and post-construction surveys. Adaptive management may be needed based on results of monitoring.

If temporarily impacted areas of eelgrass or surfgrass do not restore naturally within an agreed-upon timeframe (to be determined during permitting), then adaptive mitigation measures would be implemented. Areas supporting eelgrass that are damaged due to a temporary impact are generally highly restorable by installation of planting units within the damaged areas; this would likely take the form of infilling gaps within remaining eelgrass patches. If an impact is determined to have occurred as a result of project construction, any gaps that have developed between the pre- and post-construction surveys that are greater than 1 meter across would be planted. If determined necessary, Caltrans would pursue on-site mitigation with a final minimum restoration ratio of 1.2:1.

No permanent loss of surfgrass is anticipated. If permanent loss of eelgrass habitat would occur as a result of the installation of permanent structures within mapped habitat areas, then Caltrans would mitigate with a final restoration ratio achieving a minimum of 2:1. Caltrans would implement a multi-phased approach to eelgrass mitigation; details would be developed as part of the Albion Bridge Eelgrass Mitigation and Monitoring Plan, and the general approach would be as follows.

1. Conduct pre-construction surveys for seagrass within ESL and at upstream reference bed locations.
2. Identify appropriate eelgrass "donor" beds within the Albion Estuary and develop suitable harvest level parameters.
3. Implement feasible restoration and options within the Albion Estuary. Restoration options would be developed in coordination with Regulatory Agencies, and may include, but are not limited to, the following:

- If feasible, remove existing remnant posts/wood piers and derelict docks (identified as part of the mitigation strategy) within the channel.
 - In-stream restoration efforts within the project area or upstream that would have benefits to water quality.
4. Pre-construction salvage harvesting of eelgrass within the pier footprint.

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Appendix E List of Acronyms and Abbreviations

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ABBREVIATION / ACRONYM	DESCRIPTION
AADT	Annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
AC	Asphalt concrete
ACHP	Advisory Council on Historic Preservation
ACM	Asbestos-containing materials
ADA	Americans with Disabilities Act
ADI	Area of Direct Impact
ADL	Aerially deposited lead
ADT	Average daily traffic
Albion Campground	Albion River Campground and Marina
Albion Flats	Albion Flat Beach
ALRFPD	Albion Little River Fire Protection District
AMM	Avoidance, minimization, and mitigation
APE	Area of Potential Effects
APN	Assessor Parcel Number
ASRP	Aquatic Species Relocation Plan
ATC	Authority to Construct
ATP	Active Transportation Plan
AV	Aerial view
BA	Biological Assessment
BIA	Biologically Important Area
BLM	Bureau of Land Management
BMP	Best Management Practices
BO	Biological Opinion
BSA	Biological Study Area
C	Culvert
CAFE	Corporate Average Fuel Economy
CAL-CET	Caltrans Construction Emissions Tool
CAL FIRE	California Department of Forestry and Fire Protection
Cal-IPC	California Invasive Plant Council
CAL-OSHA	California Division of Occupational Safety and Health
Calstar	California Shock Trauma Air Rescue
Caltrans	California Department of Transportation
CAPTl	California Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CC	California Coastal
CCA	California Coastal Act
CCAA	California Clean Air Act
CCC	California Central Coast

ABBREVIATION / ACRONYM	DESCRIPTION
CCC	California Coastal Commission
CCE	California Current Ecosystem
CCNM	California Coastal National Monument
CCR	California Code of Regulations
CCT	California Coastal Trail
CD	Consistency Determination
CDFA	California Department of Food and Agriculture
CDFW	California Department of Fish and Wildlife
CDP	Census Designated Place
CDP	Coastal Development Permit
CEMP	California Eelgrass Mitigation Policy
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CESA	California Endangered Species Act
CEW	Coastal emergent wetland
CFR	Code of Federal Regulations
CGP	Construction General Permit
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CIA	Community Impact Assessment
CIDH	Cast-in-drilled-hole
CIH	Certified industrial hygienist
CISS	Cast-in-steel-shell
CO	Carbon monoxide
CO ₂	Carbon dioxide
CM/GC	Construction Manager/General Contractor
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
COLD	Cold Freshwater Habitat
CRHR	California Register of Historical Resources
CRMP	Cultural Resources Management Plan
CRPR	California Rare Plant Rank
CSW	Coastal scrub-shrub wetland
CTC	California Transportation Commission
CTP	California Transportation Plan
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
D	Ditch
dBA	A-weighted decibels
DBH	Diameter at Breast Height
DP	Director's Policy

ABBREVIATION / ACRONYM	DESCRIPTION
DPS	Distinct population segment
DSA	Disturbed Soil Area
DSI	Detailed site investigation
DTSC	Department of Toxic Substances Control
E1UBL	Estuarine Subtidal Unconsolidated Bottoms Saltwater Tidal
ECL	Environmental Construction Liaison
EDR	Environmental Data Resources
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EJSCREEN	Environmental Justice Screening Tool
ENP	Eastern North Pacific
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmentally Sensitive Areas
ESAL	Equivalent single axel load
ESHA	Environmentally Sensitive Habitat Areas
ESL	Environmental Study Limits
ESU	Evolutionarily Significant Unit
EW	Emergent wetland
FAE	Finding of Adverse Effect
FCAA	Federal Clean Air Act
FED	Final Environmental Document
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FGC	Fish and Game Code
FHWA	Federal Highway Administration
FMP	Fishery Management Plan
FNAE	Finding of No Adverse Effect
FNAE-NSC	Finding of No Adverse Effect with Non-standard Conditions
FNAE-SC	Finding of No Adverse Effect with Standard Conditions
FPD	Fire Protection District
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
G	Globally
GHG	Greenhouse gas
GIS	Geographical Information System
GNA	Global rank not applicable
GWP	Global warming potential
H ₂ S	Hydrogen sulfide
H&SC	Health and Safety Code

ABBREVIATION / ACRONYM	DESCRIPTION
HAER	Historic American Engineering Record
HAPC	Habitat Area of Particular Concern
HDM	Highway Design Manual
HFC	Hydrofluorocarbon
IHA	Incidental Harassment Authorization
IPaC	Information for Planning and Consultation
IS	Intermittent stream
ISA	Initial Site Assessment
ITP	Incidental Take Permit
KV	Key views
LBP	Lead-based paint
LCP	Local Coastal Plan
LCP	Lead-containing paint
LEDPA	Least environmentally damaging practicable alternative
L _{eq(h)}	Loudest-hour sound level
L _{max}	Maximum sound level
LOA	Letter of Authorization
LSAA	Lake and Streambed Alteration Agreement
LWD	Large woody debris
LUST	Leaking Underground Storage Tank
MAMP	Marine Animal Monitoring Plan
MASH	Manual for Assessing Safety Hardware
MBTA	Migratory Bird Treaty Act
MCAQMD	Mendocino County Air Quality Management District
MCOG	Mendocino Council of Governments
mg/kg	Milligrams per kilogram
MHHW	Mean higher-high water
MLD	Most Likely Descendent
MMPA	Marine Mammal Protection Act
MMT	Million metric tons
MOU	Memorandum of Understanding
MPH	Miles per hour
MPO	Metropolitan Planning Organization
MS4	Municipal separate storm sewer system
MSA	Magnuson-Stevens Fishery Conservation and Management Act
MSAT	Mobile source air toxics
MSL	Mean sea level
MTA	Mendocino Transit Authority
MTL	Mean Tide Level
NAAQS	National Ambient Air Quality Standards
NAC	Noise abatement criteria

ABBREVIATION / ACRONYM	DESCRIPTION
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NBI	National Bridge Inventory
NC	Northern California
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic and Safety Administration
NMFS	National Marine Fisheries Service
NO ₂	Nitrogen dioxide
NO _x	Nitrogen Oxide
NOAA Fisheries	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NR	Not ranked
NRHP	National Register of Historic Places
NSSP	Non-Standard Special Provisions
NWIC	Northwest Information Center
O ₃	Ozone
OES	Office of Emergency Services
OHWM	Ordinary high water mark
OPC	Ocean Protection Council
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Act
P	Pond
PA	Programmatic Agreement
Pb	Lead
PBF	Physical or Biological Features
PCB	Polychlorinated biphenyl
PCBR	Pacific Coast Bike Route
PCE	Primary Constituent Elements
PCN	Preconstruction Notification
PDT	Project Development Team
PEA	Preliminary endangerment assessment
PEM1	Palustrine Emergent Persistent
PER	Paleontological Evaluation Report
PIR	Paleontological Identification Report
PLAC	Permits, licenses, agreements, and certifications
PM	Particulate matter
PM	Post mile

ABBREVIATION / ACRONYM	DESCRIPTION
PM _{2.5}	Particles of 2.5 micrometers and smaller
PM ₁₀	Particles of 10 micrometers or smaller
ppt	parts per thousand
PPV	Peak particle velocity
PRC	Public Resources Code
PS&E	Plans, Specifications, and Estimates
PSI	Preliminary site investigations
PSS1	Scrub-Shrub Wetland Broad-leaved Deciduous
PTO	Permits to Operate
PTS	Permanent threshold shift
PRC	Public Resources Code
PUBxr	PUBxr – Palustrine, Unconsolidated Bottom, Excavated,
R3SB	Riverine Intermittent Streambed
RAP	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act
RDF	Required Design Features
REACH	Relief for Emergency Service through Community Help
RL	Risk Level
RMS	Root mean square
ROD	Record of Decision
ROG	Reactive organic gases
ROW	Right-of-way
RSA	Resource Study Area
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RV	Recreational vehicle
RWQCB	Regional Water Quality Control Board
S	State
SB	Senate Bill
SCS	Sustainable Communities Strategies
SDC	Seismic Design Criteria
SEL	Sound exposure level
SEL _{cum}	Cumulative sound exposure level
SER	Standard Environmental Reference
SGMA	Sustainable Groundwater Management Act
SHOPP	State Highway Operation and Protection Program
SHPO	State Historic Preservation Officer
SHS	State Highway System
SIP	State Implementation Plan
SLC	State Lands Commission
SMARTS	Stormwater Multiple Application and Report Tracking System

ABBREVIATION / ACRONYM	DESCRIPTION
SNA	State rank not applicable
SNC	Sensitive natural community
SO ₂	Sulfur dioxide
SPL	Sound pressure level
SPWN	Spawning, Reproduction, and/or Early Development
SR	State Route
SS	Standard Specification
SSC	Species of Special Concern
SSP	Standard Special Provisions
STIP	State Transportation Improvement Program
sVOC	Semi-volatile organic compound
SW	Scrub-shrub wetland
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCE	Temporary construction easement
TDM	Transportation demand management
THVF	Temporary High Visibility Fencing
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
TSM	Transportation system management
TTS	Temporary threshold shift
TW	Tidal water
TWW	Treated wood waste
Uniform Act	Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
U.S.	United States
USACE	U.S. Army Corps of Engineers
USC	United States Code
USCG	U.S. Coast Guard
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground storage tank
VAU	Visual assessment units
veh/dy	Vehicles per day
veh/hr	Vehicles per hour
VIA	Visual Impact Assessment
VOC	Volatile organic compound
VMT	Vehicle miles travelled
VRP	Visibility Reducing Particles
WBWG	Western Bat Working Group
WDR	Waste Discharge Requirement
WNP	Western North Pacific

ABBREVIATION / ACRONYM	DESCRIPTION
WOTUS	Waters of the United States
WPCP	Water Pollution Control Plan
WQO	Water quality objectives
TW	Tidal water
TWW	Treated wood waste
Uniform Act	Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

Appendix F Public Outreach and Scoping: Notice of Preparation, Notice of Intent, Public Comments

This appendix provides a copy of the Notice of Preparation (NOP), public notice of the NOP scoping meeting, comment letters received based on the NOP, and a Summary Report with a copy of the Notice of Intent (NOI), public outreach related to the NOI, and comment letters received based on the NOI.

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Appendix F Public Outreach and Scoping

SCH NO.

NOTICE OF PREPARATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Dept. of Transportation
703 B Street
Marysville, CA 95901

Subject: Notice of Preparation of a Draft Environmental Impact Report

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Project Title: Albion River Bridge Rehabilitation/Replacement Project

Project Location: State Route 1 in Mendocino County from post mile (PM) 43.3 to 44.2.

Project Description: This project proposes to either replace or rehabilitate the Albion River Bridge (No. 10-0136).

This is to inform you that the California Department of Transportation (Caltrans) will be the lead agency and will prepare an environmental impact report (EIR) for the project described below. Your participation as a responsible agency is requested in the preparation and review of this document.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location map, and the potential environmental effects are contained in the attached materials.

A copy of the Initial Study is not attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please direct your response via U.S. mail to Adele Pommerenck, Environmental Branch Chief, Caltrans District 3, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or e-mail to adele.pommerenck@dot.ca.gov.

Please supply us with the name of a contact person in your agency.

Date 4/1/15

Signature 
Adele Pommerenck, Branch Chief
Office of Environmental Management, M-2

Project Description

Caltrans proposes to replace or rehabilitate the Albion River Bridge in Mendocino County.

The proposed replacement structure consists of two 12-foot travel lanes, two eight-foot shoulders, and a six-foot pedestrian walkway (with barrier) on the east and/or west sides of the structure. Two four-foot shoulders are proposed for the approach roadway.

All replacement alternatives consist of ADA improvements, asphalt concrete overlays, new structural section off the existing centerline, and new structural section at locations where the vertical profile is raised or lowered to accommodate improved vertical curvature.

All replacement alternatives improve the existing two-way left turn pocket storage length at PM 43.40 to 43.69 from approximately 360 feet to 435 feet. In addition, all replacement alternatives provide paved access from the east-side and west-side pedestrian walkways to the roadway shoulder.

The proposed rehabilitation alternatives either propose to rehabilitate and upgrade the bridge rails, rehabilitate, widen the bridge and upgrade the bridge rails, or rehabilitate the bridge as a pedestrian bridge as an option to the east alignment and west alignment alternatives described in the replacement alternatives section below. The rehabilitation alternative that includes widening proposes two 12-foot lanes and two eight-foot shoulders. All rehabilitation alternatives include earthquake retrofit.

Project Alternatives

Provided below are the alternatives being considered for this project, including the No-Build Alternative.

Replacement Alternatives

- Replacement on the West Alignment: This alignment is located west and clear of the existing bridge and includes one retaining wall.
- Replacement on the East Alignment: This alignment is located east and clear of the bridge and includes three retaining walls.
- Replacement to the West on the Existing Alignment: This alignment is located somewhat westerly and on the existing bridge and includes two retaining walls.

Rehabilitation Alternatives

- Rehabilitation of the bridge and bridge rail upgrade;
- Rehabilitation and widening of the bridge and bridge rail upgrade;
- Rehabilitate as a pedestrian bridge as an option to the rehabilitation alternatives for the “West Alignment” and “East Alignment” alternatives described above.

No Build Alternative

The no build alternative proposes to maintain the existing conditions without any improvements.

Potential Environmental Effects

As part of the scoping and preliminary environmental analysis conducted for the project, no adverse impacts were identified for the following resources: geology and soils, mineral resources, and population and housing. Resources that would be potentially affected by the project include aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, recreation, transportation/traffic, and utilities and service systems.

Visual/Aesthetics

Replacement alternatives could result in significant impacts. The current visual quality along the existing alignment is highly scenic. This section of State Route 1 has been found eligible for scenic highway designation on the California Scenic Highway System.

Agriculture and Forest Resources

Farmlands are within the project limits. The Community Impact Assessment being prepared will determine whether there are project-related impacts to farmlands.

Air Quality

Construction of the project could result in temporary impacts to air quality. Project-related impacts to air quality will be evaluated.

Biological Resources

There are several sensitive species, communities, and other resources within the project limits, including Behren's silverspot butterfly, lotis blue butterfly, western snowy plover, Howell's spineflower, anadromous fish, marine mammals, migratory birds, environmentally sensitive habitat areas, jurisdictional waters, and wetlands will be studied and evaluated during botanical and general biological surveys conducted for this project.

Community Impacts

A Community Impact Assessment (CIA) will be completed for this project. The CIA will evaluate items such as land use, impacts within the coastal zone, affects to wild and scenic rivers, and community character.

Cultural Resources

The area is of high sensitivity for prehistoric and historic resources. Surveys and studies for cultural resources within the project limits will be completed. The Albion River Bridge is eligible for the National Register of Historic Places and will be evaluated as if the bridge is actually listed.

Hazardous Materials

The levels of hazardous materials, including asbestos, lead-containing paint, and treated wood waste, will be evaluated during project studies.

Hydrology and Water Quality

The North Coast Regional Water Quality Control Board considers the Albion River as impaired for sediment. Project impacts upon the river will be evaluated. Treatment best management practices will be required to address pollutant loading and hydromodification.

Wild and Scenic River

The Albion River flows under the bridge and is designated as a wild and scenic river. Coordination with the river's responsible managing agency will take place once impacts, if any, are determined.

Land Use and Planning

The Mendocino County General Plan and Local Coastal Plan will be evaluated. There are numerous policies related to the protection of biological, recreational, community and water resources that need to be considered for this project.

Noise

Construction of the project would temporarily increase noise levels in the vicinity of the work zone and may result in impacts to nearby residents and sensitive animal species. Studies will be completed to evaluate construction-related noise impacts.

Recreation

The Albion River Campground and Marina lies directly below and to the east of the existing structure with beach access to the west. Temporary construction impacts would affect visitors access to the campground and restrict/reduce access to the Albion River and beach.

Transportation/Traffic/Public Services

One-way traffic control will be recommended during construction, creating a minimal impact to motorists. Bicyclists will be accommodated through the work zone. Emergency services could be affected during construction of the project. It is expected that construction-related impacts to traffic would be in effect for up to three construction seasons.

Cumulative Impacts

A Cumulative Impacts Analysis will be completed for this project. The Cumulative Impact Analysis will evaluate the impacts of the proposed project in combination with the impacts of other past, present, and reasonably foreseeable projects.

Scoping Process

The scoping process for the project includes early consultation with public agencies and the general public. A public scoping meeting will be held to provide interested parties the opportunity to learn about the proposed project and to submit written comments to assist the project team in the Draft EIR development process. The details of the meeting are as follows:

Tuesday, April 14, 2015
6:00 P.M. to 8:00 P.M.
Albion Elementary School
30400 Albion Ridge Road
Albion, CA

Written comments may be mailed to:

Caltrans
Attn: Adele Pommerenck
Office of Environmental Management
703 B Street
Marysville, CA 95901

Your comments can also be emailed to adele.pommerenck@dot.ca.gov. Your response must be sent by May 7, 2015.

Potential Responsible and Trustee Agencies

This Notice of Preparation serves as a request for comments from the responsible and trustee agencies listed in the following table regarding environmental issues, reasonable alternatives, and reasonable mitigation measures that need to be discussed in the Draft EIR in order to address each agency's specific concerns in their areas of responsibility.

Potential Responsible and Trustee Agencies

Agency	Permits/Approvals
North Coast Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement California Endangered Species Act Coordination – Section 2080.1 Consistency Determination or Section 2081(b) Incidental Take Permit Coordination with the Marine Environmental Review Water Quality Project Unit
State Office of Historic Preservation	Section 106 Consultation for Historic Resources Section 4(f) Consultation
U.S. Army Corps of Engineers	Clean Water Act Section 404 Permit Rivers and Harbors Act, Section 10
U.S. Fish and Wildlife Service	Section 7 Endangered Species Act Consultation – Biological Opinion
NOAA Fisheries	Section 7 Endangered Species Act Consultation – Biological Opinion Marine Mammal Protection Act Consultation – Incidental Take Authorization
California Natural Resources Agency	Wild and Scenic River Act Consultation
U.S. Coast Guard	Rivers and Harbors Act, Section 9
California Coastal Commission	Federal Consistency Coastal Development Permit
State Lands Commission	Lease of State Lands
Mendocino County Planning and Building Services	Local Coastal Plan Coastal Development Permit

Project Location Map

EA 401100

01-MEN-01-PM 43.3/44.2



EVENT

Van Bueren talks about Albion history

Albion history will be the subject of a talk and slide show by archaeologist and historian Thad Van Bueren this Saturday, April 11, 2 to 4 p.m., at the Albion Elementary School, three miles up Albion Ridge Road from Highway 1.

The presentation will be illustrated with many historic photos and maps uncovered during recent research about the mill and town. It will focus on the evolution of the Albion mill and town in the century following initial colonization by Mexican citizens in the mid-1840s.

As a teaser, guess where the very first mill in the county was established? Yep, it was at Albion, not

Mendocino, and the shipping records offer conclusive evidence!

In addition, residents, old-timers and historians are encouraged to bring old photos, maps and stories telling the history of Albion to share with the audience. For willing contributors, a scanning station will be set up to scan these documents into the computer to start an Albion history archive. Copies will be available for the owners, and credits noted.

This event is sponsored by Coastal Commons Research, a nonprofit organization based in Albion. For information, contact Rick Anne Wehren, 707-937-3700.

ARTS + ENTERTAINMENT

MAC's Artists in Residence

Artwork by seven accomplished artists is showcased in the Mendocino Art Center's Artists in Residence Exhibit, through April 26, in the Main Gallery. This eagerly anticipated annual showing features a wide spectrum of new artwork — ceramics, fiber art, photography, mixed media works and more — created by the artists during their residencies at the center. The artists in residence include Molly Allen, Mary-ellen Campbell, Mimi Carroll, Mitch Iburg, Jessica Kanaley, Bonnie Lammner and Pavlos Mayakiss.

Recent work by Mendocino Coast sculptor and painter Miriam Davis is featured during April in Gallery Ten. "Painting is an exploration guided by experience. I do not know ahead of time what a painting will express," says Miriam. "I follow a series of steps, as if using a map — a map with plenty of blank space. I follow known ways and watch for places where the unexpected arises — where the path leads off into interesting country. Intriguing country is where one wants to be."

Continuing through the end of April in the Nichols Gallery, view the "Instructor Showcase" spotlighting the artwork of a selection of artists who will be teaching classes this spring and summer.

Don't miss the free Second Saturday Artists Reception on Saturday, April 11, from 5 to 8 p.m. The reception will also serve as a fundraiser for the center's scholarship fund, providing tuition assistance for art classes to deserving students.

For information, please call 707-937-5818, ext. 14 or visit www.MendocinoArtCenter.org. The Mendocino Art Center is located at 42000 Little Lake St.

Concert benefits ALRVFD

On Sunday, April 19, enjoy the captivating Folk Americana of Mendocino's own Roxglove — Morgan Daniel, Cwyneth Moreland, Booi Volk and John Bush. These talented singer-songwriters bring their original songs, engaging covers and the richness of their harmony vocals to the Abalone Room at the Little River Inn

Brubeck events highlight South Coast Whale, Jazz Fest

The Twelfth Annual Sonoma-Mendocino Coast Whale & Jazz Festival is underway with a full slate of whale and jazz oriented performances, films and events during April and May. The festival officially started March 24 and concludes Sept. 26 with The Main Event featuring the Eric Mintel Quartet.

This year, the festival has added a special tribute called "A Season of Brubeck — To Dave with Gratitude" which will honor the legacy of well-known jazz musician and humanitarian Dave Brubeck. The tribute will include special Brubeck-themed concerts, presentations and films in April, May, June and September.

The signature "Season of Brubeck" events will take place at the Gualala Arts Center, 46601 Old State Highway, Gualala. Full information is available by visiting the Gualala Arts Center, the Redwood Coast Chamber of Commerce, the Dolphin Gallery, by calling 707-937-1518 or online at WhaleAndJazzFestival.com.

Concert in Point Cabrillo Lighthouse

Cassie and Maggie MacDonald, dynamic Celtic sister duo from Antigonish, Nova Scotia, perform Thursday, April 23, 7:30 p.m. at Point Cabrillo Lighthouse, 46300 Lighthouse Rd., Mendocino. The rich heritage of their Scottish roots is evident as they fiddle and dance, sing and strum while charming audiences.

For tickets, leave a message online at concerts@PointCabrillo.org or via phone 707-937-6123.

Coast Cinemas
4244-0877
1111 S. Highway 101
Mendocino, CA 94550

THE LONGEST RIDE
STARTS FRIDAY

MOTEL FATALITY

Issues of driver's mental competence in crash that killed woman last summer

By Frank Hartzell

Is an accused driver-killer malingering to avoid jail or so mentally ill he doesn't understand what's happening to him? That's the question that has taken the forefront in the Fort Bragg motel vehicle manslaughter case against Michael Bradford Bitney, 66, of Oregon. For the third time at a hearing last week, the court delayed Bitney's trial so that another psychological exam could be completed. Twice in the last four months psychological exams have found him competent to stand trial and raised questions about malingering (pretending to be crazy).

On Oct. 17, 2014, Bitney allegedly crashed his pickup truck through the wall of the Beachcomber Motel just north of Pudding Creek, killing Karen (Snyder) Zuehlis, 45, of Lafayette, California, in her room. He then allegedly left the scene and was detained by a State Park ranger after a description of the badly damaged truck was put on the radio.

Bitney had been staying in the next room, but no evidence has been presented that shows he knew or targeted Zuehlis. Zuehlis died shielding her 7-month old nephew Cole, who was injured and taken away by medical helicopter. Zuehlis had stayed behind

in the motel room with the baby while friends took a ride on the Skunk Train. The truck broke through the wall, scattering two queen beds and other furniture. Zuehlis' survivors included her husband, Danny, a 16-year-old daughter, Summer and a 9-year-old son, Tanner.

No motive for the incident has emerged, or even any information whether it was an accident or intentional. Shortly after the arrest, the court ordered that Bitney's mental capacity to stand trial should be evaluated. Dr. Kevin Kelly first evaluated Bitney and submitted a report that found him competent to stand trial. The trial proceedings were reinstated. His public defender, Carly Dolan, again raised questions about his mental condition. Another psychological evaluation was then done that also found Bitney competent to stand trial at the court file states.

Bitney has been held at Mendocino County jail since the arrest in lieu of \$155,000 bail. His jury trial on charges of vehicle manslaughter with gross negligence and leaving the scene of an accident had been set to start April 14. On Jan. 27, the day after Bitney was found competent for a second time, the public defender's office hired Dr. Paul Good to compose a more in-depth report.

Dolan wrote that when

she met with Bitney her client was uncooperative; sure he was about to be released and worried most about his cats.

"I met with Mr. Bitney at the jail, along with my investigator, Manuel Lopez. Mr. Bitney was very agitated during the visit and would not listen to anything about the case or the charges. He made bizarre claims as to the telepathic powers of his casts and proposed marriage repeatedly," Dolan wrote. Dolan wrote that Bitney has not agreed to waive his right to a speedy trial required for the third delay.

Dolan has investigated the family history of Bitney. Her court brief describes how his mother, Coral, and his niece, Jennifer Hernandez, described bizarre and paranoid behavior that began in 2013. "Ms. Hernandez informed me that Mr. Bitney has become increasingly paranoid and the family had discussed how they might force him to get help."

Dolan said Good needs more time before presenting his evaluation to the court. She said he will have more facts than the previous two evaluators had, because of special efforts to investigate his family history, despite his lack of cooperation.

"I believe that the information gathered thus far

contradicts earlier reports that Mr. Bitney is malingering. Dr. Good has also expressed and informed me that he does not believe Mr. Bitney is malingering," Dolan wrote.

Judge Clay Brennan on Monday granted the time needed for the third psychological analysis and delayed the case until June 9. Bitney served four years for a previous California robbery, meaning he has a strike against him under the three strikes law. Any sentence would normally be doubled if found mentally competent and convicted. He faces up to 19-25 years, according to Dolan's brief.

A person must be found mentally competent before they can stand trial, under U.S. Constitutional law. If not, the defendant is generally sent to a mental hospital until competency can be established. A person must be able to understand the nature and purpose of the legal proceedings against him and be able to effectively cooperate with counsel in his defense in planning his legal strategy. This is different than an insanity defense at trial. An attorney can't simply proceed with an insanity defense. A judge must first allow an insanity defense, a determination of which is another part of what Bitney's attorney hopes for in the requested delay.

PLEASE RECYCLE THIS NEWSPAPER.
Thank you!

Whitesboro Grange Spaghetti Dinner
Saturday, April 11th ~ 4:00-7:00 PM
Spaghetti (meat or veggie), salad, garlic bread, beverage, homemade pie/cake
Adults \$8, 6-12 \$4 ~ Under 6 FREE

Find us 1 mile south of Albion 1.5 Miles east up Navarro Ridge Rd.

Concealed Carry Permit CLASS
Basic Permit Class
Saturday & Sunday
April 18 & 19, 2015
Permit Renewal Class
April 19, 2015

Registration and Additional Information
www.RedwoodPracticalShooters.org

IMPORTANT CHANGE
The First Day Class will be at the Fort Bragg Firehouse located on Highway 20. Classes start at 8:00 AM

PUBLIC NOTICE
NOTICE OF PREPARATION
PUBLIC OPEN HOUSE/SCOPING MEETING

WHAT IS PLANNED
The California Department of Transportation (Caltrans) is proposing a project to replace or rehabilitate the Albion River Bridge on State Route 1 in Mendocino County.

WHY THIS NOTICE
Caltrans is hosting a public scoping meeting to allow interested individuals and agencies the opportunity to review project information and comment on the scope and content of the technical studies to be developed during preparation of the draft environmental impact report/environmental assessment. Caltrans

Mendocino

ARTS + ENTERTAINMENT

MAC's Artists in Residence

Artwork by seven accomplished artists is showcased in the Mendocino Art Center's Artists in Residence Exhibit, through April 28, in the Main Gallery. This eagerly anticipated annual showing features a wide spectrum of new artwork — ceramics, fiber art, photography, mixed media, works and more — created by the artists during their residencies at the center. The artists in residence include Molly Allen, Mary-Elle Campbell, Mimi Carroll, Mitch Ihurg, Jessica Kanaley, Bonnie Lammner and Paylos Mayakis.

Recent work by Mendocino Coast sculptor and painter Miriam Davis is featured during April in Gallery Ten. "Painting is an exploration guided by experience. I do not know ahead of time what a painting will express," says Miriam. "I follow a series of steps, as if using a map — a map with plenty of blank space. I follow known ways and watch for places where the unexpected arises — where the path leads off into interesting country. In this way, the artwork is what one wants to be."

Continuing through the end of April in the Nichols Gallery, view the "Instructor Showcase" spotlighting the artwork of a selection of artists who will be teaching classes this spring and summer.

Don't miss the free Second Saturday Artists Reception on Saturday, April 11, from 5 to 8 p.m. This reception will also serve as a fundraiser for the center's scholarship fund, providing tuition assistance for art classes to deserving students.

For information, please call 707-937-5818, ext. 14 or visit www.MendocinoArtCenter.org. The Mendocino Art Center is located at 45200 Little Lake St.

Concert benefits ALRVFD

On Sunday, April 19, enjoy the captivating Folk Americana of Mendocino's own Foxglove — Morgan Daniel, Gwyneth Moreland, Boal Volk and John Bush. These talented singer-songwriters bring their original songs, engaging covers and the richness of their harmony vocals to the Abalone Room at the Little River Inn for a Local Licks Live production to benefit the Albin-Little River Fire Department. Doors open at 7 p.m. Advance tickets available at Main Street Books in Mendocino and the Music Merchant in Fort Bragg.

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Brubeck events highlight South Coast Whale, Jazz Fest

The 12th Annual Sonoma-Mendocino Coast Whale & Jazz Festival is underway with a full slate of performances, films and events during April and May. The festival officially started March 24 and concludes Sept. 26 with The Main Event featuring the Eric Mintel Quartet.

This year the festival has added a special tribute called "A Season of Brubeck - To Dave with Gratitude" which will honor the legacy of well-known jazz musician and humanitarian Dave Brubeck. The tribute will include special Brubeck-themed concerts, presentations and films in April, May, June and September.

The signature "Season of Brubeck" events will take place at the Gualala Arts Center, 46501 Old State Highway, Gualala. Full information is available by visiting the Gualala Arts Center, the Redwood Coast Chamber of Commerce, the Dolphin Gallery, by calling 707-864-1138 or online at WhaleAndJazzFestival.com.

Concert in Point Cabrillo Lighthouse

Cassie and Maggie MacDonald, dynamic Celtic sister duo from Antigonish, Nova Scotia, perform Thursday, April 23, 7:30 p.m. at Point Cabrillo Lighthouse, 45300 Light-house Rd., Mendocino. The rich heritage of their Scottish roots is evident as they fiddle and dance, sing and strum while charming audiences.

For tickets, leave a message online at concerts.at.PointCabrillo.org or via phone 707-987-6123.

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to be crazy).

On Oct. 17, 2014, Bitney allegedly crashed his pickup truck through the wall of the Beachcomber Motel just north of Pudding Creek, killing Karen (Snyder) Zuehlisford, 45, of Lafayette, California, in her room. He then allegedly left the scene and was detained by a State Park ranger after a description of the badly damaged truck was put on the radio.

Bitney had been staying in the next room, but no evidence has been presented that shows he knew or targeted Zuehlisford. Zuehlisford died shielding her 7-month old nephew Cole, who was injured and taken away by medical helicopter. Zuehlisford had stayed behind

trial proceedings were reinstated. His public defender, Carly Dolan, again raised questions about his mental condition. Another psychological evaluation was then done that also found Bitney competent to stand trial, the court file states.

Bitney has been held at Mendocino County Jail since the arrest in lieu of \$155,000 bail. His jury trial on charges of vehicle manslaughter with gross negligence and leaving the scene of an accident had been set to start April 14.

On Jan. 27, the day after Bitney was found competent for a second time, the public defender's office hired Dr. Paul Good to compose a more in-depth report.

Dolan wrote that when

scribes how his mother, Coral, and his niece, Jennifer Hernandez, described bizarre and paranoid behavior that began in 2013.

"Ms. Hernandez informed me that Mr. Bitney has become increasingly paranoid and the family had discussed how they might force him to get help."

Dolan said Good needs more time before presenting his evaluation to the court. She said he will have more facts than the previous two evaluators had, because of special efforts to investigate his family history, despite his lack of cooperation.

"I believe that the information gathered thus far

fore they can stand trial, under U.S. Constitutional law. If not, the defendant is generally sent to a mental hospital until competency can be established. A person must be able to understand the nature and purpose of the legal proceedings against him and be able to effectively cooperate with counsel in his defense in planning his legal strategy. This is different than an insanity defense at trial. An attorney can't simply proceed with an insanity defense. A judge must allow an insanity defense, a determination of which is another part of what Bitney's attorney hopes for in the requested delay.

PLEASE RECYCLE
THIS NEWSPAPER.
Thank you!



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The California Department of Transportation (Caltrans) is proposing a project to replace or rehabilitate the Albin River Bridge on State Route 1 in Mendocino County.

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Caltrans is hosting a public scoping meeting to allow interested individuals and agencies the opportunity to review project information and comment on the scope and content of the technical studies to be developed during preparation of the draft environmental impact report/environmental assessment. Caltrans staff will be available to receive comments or suggestions for consideration. There will be another opportunity to attend a public meeting during the draft environmental document circulation and review period.

The scoping meeting will be held on Tuesday, April 14, 2015 from 6:00 p.m. to 8:00 p.m. at the Albin Elementary School, 30400 Albin Ridge Road, in Albin. For those unable to attend the meeting, project information will be available on the following web page: www.dot.ca.gov/dist1/d1/projects/albin/

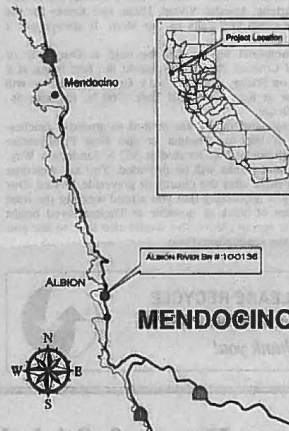
CONTACT INFORMATION

Written comments may be mailed to Caltrans, Attn: Adele Pommerenck, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to Adele.Pommerenck@dot.ca.gov. All comments must be sent by May 7, 2015.

For more information about this project, please contact Frank Demling, Project Manager, at (707) 445-6554 or Adele Pommerenck, Senior Environmental Planner, at (530) 741-4215.

SPECIAL ACCOMMODATIONS

For individuals with sensory disabilities, this document can be made available in Braille, large print, audiocassette, or computer disc. To obtain a copy in one of these alternate formats, please contact Phil Frisbie, Jr., Public Information Officer, at (707) 441-4678, or TTY 711.



LOCAL BUSINESS

Harvest is first business in county to get B-corp status

Staff reports

Harvest Market has become the first company in Mendocino County, and the second grocery company in California, to be certified as a benefit — or "B" — corporation, based on its environmental practices and "living wage" employee pay and benefits.

Twenty-eight states including California have adopted laws recognizing benefit corporations. The status provides a basis for including social and environmental benefits as well as financial performance in evaluating a company, and protects companies against lawsuits for not putting profit above all else.

"B Corps," like Harvest, pay a living wage to employees, work at reducing their carbon footprint and invest substantial contributions in their communities to make them a better place to live," said Tom Honer, owner of Harvest Market in Fort Bragg and Harvest at Mendocino in Mendocino. "We have lived this philosophy for more than three decades, so it seemed natural that we join the B Corps movement."

Harvest spent several months, with the help of local consultant Heather Paulson, compiling a 90-plus page report documenting its practices. The initial



Tom Honer and Jennifer Honer-Boema, holding Harvest Market's B-Corporation certification. The local company has become the first in Mendocino County to qualify as a benefit corporation.

certification is followed by yearly reviews.

Environmental practices include solar panels at the Port Bragg store and at Harvest at Mendocino, systems to recycle heat given off by the store's coolers and freezers, recycling water produced by refrigeration to flush toilets at Mendocino, composting all deli waste, sending produce trimmings to local pig farmers, recycling tallow from the meat department into soap and other products, and cooking oil from the deli into bio-fuel. Harvest sends bales of waxed cardboard boxes to a com-

pany in Chico, which sends them back in the form of fireplace logs ready for sale. Both Harvest stores are converting to all-LED lighting.

B Corporations are required to pay a living wage, which in Mendocino County is estimated at \$9.20 an hour for a single adult. Harvest's starting wage is \$11 an hour. Health benefits are available to employees who work more than 30 hours a week and their families at a weekly contribution of \$7.50 per person.

Harvest has donated more than \$80,000 since 2013 to local charities by

passing along the money from Mendocino County's mandatory 10-cent fee for shopping bags. Harvest Manager Jennifer Honer-Boema said the store made about \$125,000 worth of contributions to the community last year.

"Our community is our support, our partners and our friends," said Honer-Boema. "We donate to a large number of community organizations. We are happy to support our community, our local focus being programs for education, children's needs, feeding the hungry and emergency efforts."

EVENT

2nd Local Authors Night at Mendocino Community Library

Dan Barca, Margaret Fox, Katherine Brown, Maureen Eppstein, Jay Frankston, Emily Lloyd-Jones and Jewels Marcus featured

Mendocino Community Library is pleased to announce its second Local Authors Night reception on Saturday, April 11 in conjunction with other Second Saturday events. Readings by seven authors will take place from 4 to 6 p.m. at the library, located on the corner of Williams and Little Lake streets.

Refreshments and an opportunity to speak with the authors being honored in an informal setting will follow the readings.

Authors performing from their work this evening will be: Dan Barca, Margaret Fox, Katherine Brown, Maureen Eppstein, Jay Frankston, Emily Lloyd-Jones and Jewels Marcus.

Staff will be available during the event to help members check out material by these authors and others, renew their membership or apply for a new

library card. A yearly family membership to the library costs \$18, individual membership is \$10. In addition to books, the library offers video and audio DVDs and books on tape, a CD music collection, jigsaw puzzles and a comprehensive juvenile selection.

The Mendocino Community Library is one of the oldest all-volunteer libraries in our county. If you are interested in becoming a volunteer, drop by and ask for an application.

The library is open Mondays from 10 a.m. to 5 p.m. and Tuesdays through Saturdays from 10 a.m. to 3 p.m.



OCEANFRONT! 3 bd, 2.25 ba, dramatic ocean view, large deck. \$975,000



OCEAN PANORAMA 3224' hilltop acres. Timber, meadow, stunning ocean views, privacy. \$1,595,000



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BUSINESS

Chamber CEO to take role at NCB

By Chris Calder
reporter@advocate-news.com
@FBAAdvocateNews on Twitter

When Debra De Graw took on the job of chief executive officer at the Mendocino Coast Chamber of Commerce in 2009, the local economy was in a tailspin. Georgia-Pacific was in the final phases of closing the Fort Bragg sawmill, and the economy generally was struggling after the 2001 terrorist attacks and dot-com crash.

De Graw spent the next 12-plus years — the longest stretch of any Chamber CEO — helping the local business community pull out of that dip and the next. Just in time for her departure, quarterly occupancy tax revenues min Fort Bragg have risen above pre-2009 levels for the first time.

In a month or so, De Graw will move out to direct marketing at North Coast Brewing Company.

When she started at the Chamber, De Graw had already experienced some of the challenges coast businesses on face when she took the chamber post. She'd owned Blen Contemporary art gallery in Mendocino, and saw land several others succumb during a slow economy after the dot-com crash of the late 1990s.

and film; and promoting a strong business environment through things like local job training and reliable telecommunications, have been Chamber focuses during her time, De Graw said. She laughingly calls the CEO's post "a job with 13 bosses" — the board of directors — and points out that the local chamber is autonomous, not a member of the U.S. Chamber of Commerce, and charts its own path.

First on her list of local economic needs are manufacturing jobs, she said. That is also the biggest challenge.

"We are rural and we are remote. It's a matter of finding the right kind of person who's just drawn to the place," she said. North Coast Brewing Company, with its 130 employees, local operations and markets outside the area, is a model for that kind of business, she said.

A diverse economy is also key, she said. Tourism, fish and timber all have annual ups and downs. Over the past decade or so, events have been added through the winter to try to boost business during the "shoulder season." But, she said, the key to filling in the natural hills is having as many types of business as possible.

Much of what the Cham-

ber serves on the county's film commission, a main contact with location scouts and other decision-makers. The commission also keeps track of money spent on film productions in the county. Production companies report voluntarily, so figures aren't complete, but as an example, the film "Need for Speed" in 2013 spent nearly \$3 million, most of it on the Mendocino Coast.



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for not putting profit above all else.

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BUSINESS

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By Chris Calder
reporter@ndocast.com
@MendocinoNews on Twitter

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When she started at the Chamber, De Graw had already experienced some of the challenges coast businesses on face when she took the chamber post. She'd owned Bleu Contemporary art gallery in Mendocino, and saw it and several others succumb during a slow economy after the dot-com crash of the late 1990s.

The Chamber of Commerce job came open soon after, and though she'd never run a Chamber of Commerce before, that experience as a local business owner and her background in communications and promotions, formed her approach.

"I knew a lot of the business people here already, and I knew what they were going through," she said.

Encouraging diversity and communication in the local business community, building connections with the tourism market and industries like high-tech

and film; and promoting a strong business environment through things like local job training and reliable telecommunications, have been Chamber focuses during her time, De Graw said. She laughingly calls the CEO's post "a job with 13 bosses" — the board of directors — and points out that the local chamber is autonomous, not a member of the U.S. Chamber of Commerce, and charts its own path.

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Much of what the Chamber does comes down to communication, and the environment for promotions has changed a lot in the past decade. De Graw said there are more tools at the Chamber's disposal, but also more competition when it comes to sources people go to for information about the area.

The Chamber oversees the City of Port Bragg's \$60,000 a year promotions budget and runs the Port Bragg.com website and the 'Visit Fort Bragg' Facebook page.

De Graw has also focused on the film industry. She

serves on the county's film commission, a main contact with location scouts and other decision-makers. The commission also keeps track of money spent on film productions in the county. Production companies report voluntarily basis, so figures aren't complete, but as an example, the film 'Need for Speed' in 2013 spent nearly \$3 million, most of it on the Mendocino Coast.



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WHAT IS PLANNED

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WHY THIS NOTICE

Caltrans is hosting a public scoping meeting to allow interested individuals and agencies the opportunity to review project information and comment on the scope and content of the technical studies to be developed during preparation of the draft environmental impact report/environmental assessment. Caltrans staff will be available to receive comments or suggestions for consideration. There will be another opportunity to attend a public meeting during the draft environmental document circulation and review period.

The scoping meeting will be held on Tuesday, April 14, 2015 from 6:00 p.m. to 8:00 p.m. at the Albion Elementary School, 30400 Albion Ridge Road, in Albion. For those unable to attend the meeting, project information will be available on the following web page: www.dot.ca.gov/dist1/d1/projects/albion/

CONTACT INFORMATION

Written comments may be mailed to Caltrans, Attn: Adele Pommerenck, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to Adele.Pommerenck@dot.ca.gov. All comments must be sent by May 7, 2015.

For more information about this project, please contact Frank Demling, Project Manager, at (707) 445-6554 or Adele Pommerenck, Senior Environmental Planner, at (530) 741-4215.

SPECIAL ACCOMMODATIONS

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ALBION-LITTLE RIVER FIRE PROTECTION DISTRICT
P.O. BOX 634
ALBION, CA 95410

April 23, 2015

Ms. Adele Pommerenck, Branch Chief
Office of Environmental Management, M-2
703B Street, Marysville, CA 95901

Subject: Notice of Preparation of a Draft Environmental Impact Report
Project Title: Albion River Bridge Rehabilitation/Replacement Project

cc: Frank Demling, PLS
Project Manager
Caltrans District 1 Project Management

Dear Ms. Pommerenck,

The Board of Directors of the Albion-Little River Fire Protection District (ALRFPD) is making the following request regarding our requirements during the construction or rehabilitation period of the Bridge:

1. Throughout the duration of this project, the Albion-Little River volunteer firefighters of the ALRFPD will need 24/7 access to cross the Albion River without imposed delays, preferable on the existing bridge or on a lane of a new bridge. This is because most of our firefighters live in Albion and most of our rolling stock is in Albion, and we must support Little River, which is north of the river for Fires, Vehicle Accidents, Cliff Rescues, River and Ocean Rescues and Medical Calls. Note also that this same requirement is true for the Mendocino Coast District Hospital (MCDH) Ambulance, which travels from north of the bridge either from the Village of Mendocino and/or the City of Fort Bragg. The Ambulances must be able to reach all points south of the bridge, including the towns of Albion, Elk and Highway 128.
2. During periods when it is not possible to provide the above requested 24/7 access, we recommend that Caltrans contract with an Ambulance Service to station an Advanced Life Support Ambulance (ALS = one paramedic & one EMT) in Albion with a backup ambulance to provide coverage during the 2 to 4 hour medical call and travel times of the first ambulance. Hopefully, these outage periods will be few and of short duration. All concerned parties involved will need to be given adequate warning that these conditions will/might occur (Highway Patrol, MCDH Ambulance Service and ALRFPD, CalFire and perhaps Mendocino Fire Department north of the bridge which might be contracted by Caltrans, to respond to Little River. Note, because of our location, we often have heavy fog which affects helicopter operations.
3. The Albion pre-positioned ALS Ambulance would then take the patient to a hospital or to a waiting helicopter, depending on the weather, and the severity of the injury or medical condition of the patient. Note that our fire departments do not have paramedics, only EMTs.
4. The Board's contact regarding this project will be Sam Levine, Board Secretary: 707-937-0629, sambabs@mcn.org.

Please direct written correspondence to the above captioned address of the ALRFPD.

by Albion Little River Fire Protection District Board of Directors, April 23, 2015

Chris Skyhawk, President absent

Robert Canclini, Vice President Robert Canclini

Sam Levine, Secretary Sam Levine

Rich Riley Rich Riley

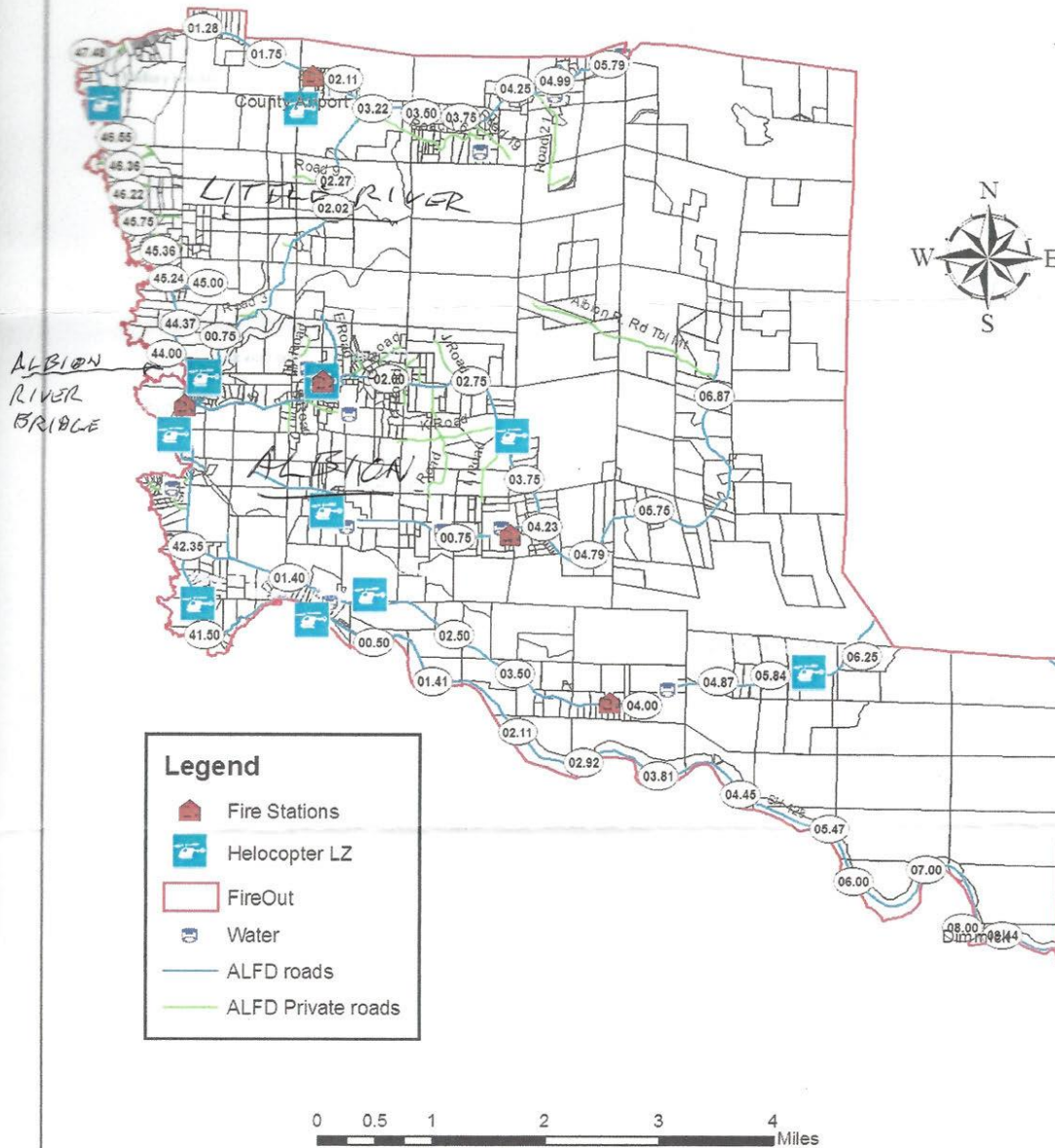
Scott Roat Scott Roat



Google Maps



ALBION LITTLE RIVER FIRE DISTRICT





CALIFORNIA COASTAL COMMISSION

NORTH COAST DISTRICT OFFICE
1385 EIGHTH STREET • SUITE 130
ARCATA, CA 95521
VOICE (707) 826-8950
FACSIMILE (707) 826-8960



May 7, 2015

Adele Pomerence, Branch Chief
Department of Transportation, District 3
703 B Street
Marysville, CA 95901

SUBJECT: Comments on Caltrans Notice of Preparation of a Draft Environmental Impact Report, Albion River Bridge Rehabilitation/Replacement Project, Bridge # 10-0136 along State Route 1 from post mile (PM) 43.3 to 44.2, Mendocino County

Dear Adele Pommerence:

Thank you for providing to our office the Notice of Preparation for the subject project, and for inviting our participation in the agency scoping meeting held April 15, 2015. We understand that California Department of Transportation (Caltrans) is currently evaluating options to either replace or rehabilitate the Albion River Bridge, stating the purpose is "to replace the functionally obsolete and structurally deficient structures with structures that will improve geometrics and structural integrity to ensure uninterrupted traffic movements in the event of vehicular breakdown, seismic event, or other catastrophic failure¹." In response to your request that comments be sent to Caltrans by May 7, 2015 to assist the project team in the preparation of the Draft EIR, we offer the following preliminary comments for your consideration.

As the proposed project will involve work within the Albion River and potentially along the river banks below the ordinary high water mark, a portion of the proposed project will occur within the Coastal Commission's retained jurisdictional area and will be subject to coastal development permit requirements through our agency. Additionally, a portion of the project will occur within Mendocino County's delegated jurisdictional area for coastal development permit authority, and any local action would be appealable to the Coastal Commission because all or a portion of the project is located: a) between the first public road and the sea; b) within a designated highly scenic area; and c) within 300 feet of the top of the seaward face of a coastal bluff. We understand that Caltrans does not intend to prepare an Environmental Impact Statement for the subject project, and thus a separate federal consistency certification will likely not be required for the subject project. Nevertheless, we appreciate that Caltrans staff have continued to coordinate with our Federal Consistency Unit staff, in case project conditions and/or federal requirements change in a manner that necessitates their future involvement.

¹ Value Management Strategies, Inc. October 2013. "Final Value Analysis Study Report: D-1 Salmon Creek Bridge and Albion River Bridge Replacement Projects." Prepared for Caltrans District 1 by VMS, Inc., Sacramento CA.

For that portion of the project located within the Coastal Commission's retained jurisdiction, the policies of Chapter 3 of the Coastal Act will serve as the standard of review when Caltrans applies to our agency for a coastal development permit; additionally, the local government's certified local coastal program (LCP) may be used as guidance. Unless Caltrans and Mendocino County choose to pursue a consolidated permit application (in which case the standard of review for the entire project would be the policies of Chapter 3 of the Coastal Act), the standard of review for the portion of the project within Mendocino County's purview will be whether the development is consistent with the policies of the Mendocino County certified LCP, and (because part of the project is located between the first public road and the sea) the public access policies of the Coastal Act.

In addition to our participation at the April 15, 2015 agency scoping meeting, we have appreciated the early opportunities Caltrans has afforded us to discuss the general project proposal with you and other Caltrans staff. We recognize that Caltrans is at the initial stage of preparing a draft environmental impact report (DEIR) and therefore the comments herein are considered preliminary; we will continue to provide additional comments and recommendations as project details are revealed and refined. The comments provided below memorialize issues that should be addressed as part of the Environmental Impact Report and reflect issues that we have previously discussed with Caltrans staff during our preliminary project meetings, including but not limited to meetings held on March 5, 2015 and November 14, 2013. We look forward to continued opportunities to meet with Caltrans staff to provide ongoing feedback as the project moves forward in the environmental review and coastal development permit processes.

1. Visual/ Aesthetics

Section 30251 of the Coastal Act states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30254 of the Coastal Act states:

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. ... [Emphasis added]

Mendocino County Land Use Plan (LUP) Policy 3.5-1 states in applicable part the following:

State Highway 1 in rural areas of the Mendocino County coastal zone shall remain a scenic two-lane road.

Mendocino County LUP Policy 3.8-6 states the following:

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

Mendocino County LUP Policy 4.9-2 states the following:

In order to maintain the special community character, building permits shall require that building materials, color and architectural forms of new structures exposed to public view be similar to those [of] existing buildings. Existing buildings shall not be remodeled in a manner that would detract from their historic character.

While the Chapter 3 polices of the Coastal Act provide the legal standard of review of any CDP application for the portion of the project within the Commission's retained jurisdiction, the local government's certified LCP may be used as guidance. The project area is designated Highly Scenic in the certified Mendocino County LCP, and is comprised of mostly uninterrupted rolling hills east of Highway One and uplifted marine terrace bluff-tops west of Highway One. Additionally, the land use and zoning designations of the Albion communities north and south of Albion Bridge are designated as "rural village" in the Mendocino County LCP, and are afforded special visual resource protection as set forth in Coastal Zoning Code (CZC) Section 20.504.020(C)². There is very little development located on either side of the highway surrounding the Albion River. Any proposed bridge rehabilitation or construction and any accompanying railings and road realignment would be visible to visitors traveling to and along the coast, including from trails and river recreation areas along the river such as the Albion River Campground and Marina.

The narrative contained in Mendocino County Land Use Plan (LUP) Section 4.9 describes the landscape setting of the small Albion Village and the notable wood trestle bridge that spans the Albion River, and identifies development goals for the Albion Planning Area. The development goals include in part the following:

Minor highway improvements, such as adding 2 to 4-foot bike lanes, are desirable where the terrain allows. A hazardous turn immediately to the North of the Albion Bridge is the site of numerous Highway 1 accidents. Spot improvement of this turn should be given high priority by Caltrans.

² See Attachment A for excerpts of relevant Coastal Act and LCP visual resource protection policies.

Caltrans' Notice of Preparation states in part the following:

The proposed replacement structure consists of two 12-foot travel lanes, two eight-foot shoulders, and a six-foot pedestrian walkway (with barrier) on the east and/or west sides of the structure. Two four-foot shoulders are proposed for the approach roadway...

All replacement alternatives improve the existing two-way left turn pocket storage length at PM 43.40 to 43.69 from approximately 360 feet to 435 feet. In addition, all replacement alternatives provide paved access from the east-side and west-side pedestrian walkways to the roadway shoulder.

The proposed rehabilitation alternatives either propose to rehabilitate and upgrade the bridge rails, rehabilitate, widen the bridge and upgrade the bridge rails, or rehabilitate the bridge as a pedestrian bridge as an option to the east alignment and west alignment alternatives described in the replacement alternatives below. The rehabilitation alternative that includes widening proposes two 12-foot lanes and two eight-foot shoulders...

Any project contemplated at the subject site should address the following considerations to ensure conformity with the visual resource protection policies of the Coastal Act and the Mendocino County certified LCP:

Road Alignment North of Albion Bridge

As part of Caltrans' environmental analysis, please address whether and how any proposed alignment alternatives will affect and/or resolve the "hazardous turn" condition described in Mendocino County LUP Policy 4.9.

Bridge/Road Width

The current proposal to either rehabilitate the existing 26-foot-wide bridge or construct a new bridge with two 12-foot travel lanes, two 8-foot shoulders, and a 6-foot-wide walkway (for a total net width of 54 feet) would conflict with Coastal Act and Mendocino County LCP policies intended to maintain the rural portions of Route 1 as a scenic byway. Specifically, these policies require that the scenic, 2-lane character of State Highway Route 1 be protected in rural areas, and in the case of LUP Policy 3.8-6, direct that the roadway should consist of a 10- to 12-foot-wide vehicle lane and 4-foot-wide paved shoulder, for a total maximum roadway width of 32 feet.

In the Commission's federal consistency review of CC-074-05 (Ten Mile River Bridge), the Commission determined that the originally-proposed eight-foot-wide vehicle shoulders on the bridge would be out of scale with that scenic rural segment of Highway One. As part of CDP 1-06-022, the Commission ultimately approved a reduced bridge design at Ten Mile River that included two 12-foot-wide lanes, two 6-foot-wide shoulders, and a 5-foot-wide Coastal Trail corridor.

The Albion River site could be considered an equally, if not more scenic and rural segment of Highway One as compared to the Ten Mile River site. To ensure conformity with the visual resource protection policies of the Coastal Act and Mendocino County LCP,

Caltrans should address as part of its analysis bridge designs that include narrower (4-foot-wide) shoulders, and a narrower (5-foot-wide) pedestrian walkway.

Railing Design

It appears in the October 2013 Value Analysis Report¹ prepared for the project that Caltrans intends to use a "see-through" 2-bar steel barrier rail (referred to as "ST-10") design if a new bridge is constructed at the site. The ST-10 design has been approved by the Commission in other road and bridge projects in the North Coast to maximize the preservation of coastal views. We recommend that Caltrans include visual simulations of bridge railing design(s) and color(s) in its environmental analysis to facilitate review of the visual effects of any railing options that are considered as part of the proposed project.

Bridge Design

We understand that Caltrans is currently evaluating several different bridge design alternatives, including but not limited to: a) rehabilitation of the existing bridge and bridge rail upgrade; b) rehabilitation and widening of the bridge and bridge rail upgrade; c) replacement of the existing bridge; d) construction of a new bridge and rehabilitation of the existing bridge for pedestrian-only use; and e) the no-project alternative. Caltrans has also informed Commission staff in the past that one or more designs may utilize architectural components of a steel bridge design that was previously proposed for the site prior to the onset of World War II and the subsequent construction in 1942-1944 of the wood trestle bridge that exists today. We would appreciate receiving a copy of the former bridge renderings. Additionally, we recommend that Caltrans include in its environmental analysis visual simulations of the various bridge design alternatives that are considered as part of the project. In addition to providing visual simulations of various bridge designs, please include visual simulations that depict the appearance of any alternatives that include conversion of the existing bridge to a pedestrian bridge and construction of a new bridge.

2. Agricultural Resources

The Notice of Preparation for the subject project acknowledges the presence of farmlands within the project area, and indicates that "the Community Impact Assessment being prepared will determine whether there are project-related impacts to farmlands." Coastal Act Section 30241³ requires that the maximum amount of prime agricultural land be maintained in agricultural production, and that agricultural land shall not be converted to non-agricultural land uses except in limited circumstances on the periphery of designated urban areas.

Mendocino County Coastal Zoning Code (CZC) Section 20.532.100 requires supplemental findings to be made to approve development on resource lands designated AG, RL, and FL. These policies require findings to be made by the County or by the Commission on appeal that demonstrate in part the following: (a) The proposed use is compatible with the long-term protection of resource lands⁴; and (b) The project ensures

³ See Attachment B for excerpts of relevant Coastal Act and LCP agricultural resource protection policies.

⁴ CZC 20.532.100(A)(2)(a)

existing land use compatibility by maintaining productivity of onsite and adjacent agricultural lands⁵. These two findings are also needed to find that the proposed development is consistent with LUP Policy 3.2-16 as well as Coastal Zoning Code Section 20.532.100(B)(2).

LUP Policy 3.2-4 and CZC Sections 20.508.015 and 20.532.100(B)(2) prohibit the conversion of agricultural land for non-agricultural uses unless all of the findings contained in these policies can be made, including but not limited to CZC Section 20.532.100(B)(2)(a) requiring that "All agriculturally unsuitable lands on the parcel have been developed or determined to be undevelopable;" and CZC Section 20.532.100(B)(2)(b): "Agricultural use of the soils cannot be successfully continued or renewed within a reasonable period of time, taking into account economic, environmental, social and technological factors." LUP Policy 3.2-16 requires in part that "All agricultural lands designated AG or RL shall not be divided nor converted to non-agricultural uses unless...continued or renewed agricultural use is not feasible....," with "feasibility" defined to include evaluation of economic feasibility based upon defined factors.

The Coastal Act also contemplates that both the identification and protection of agricultural land, and its possible conversion to non-agricultural land uses, will be specifically addressed through LCP planning. In particular, the Coastal Act contemplates that in conjunction with the identification of urban-rural boundaries, agricultural lands will be designated and restricted to agricultural land uses, unless a future LCP amendment is approved that allows the conversion of the land to non-agricultural uses. Coastal Act Section 30241.5 identifies a viability test for conversion of agricultural lands around the urban periphery when conversion is an issue in any LCP or LCP amendment.

Coastal Act Section 30242 addresses conversions of land suitable for agriculture that are not addressed by the conversion standards of Section 30241. Coastal Act Section 30242 states:

All other lands suitable for agricultural use shall not be converted to non-agricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

Therefore, Caltrans should determine early in the project design process whether any project components could result in impacts to agricultural lands that could trigger the need for an LCP amendment. If any project component could affect agricultural lands, Caltrans should address in its environmental analysis the location and total quantity (acreage and/or square footage) of lands that could be affected, and whether: (a) the proposed development is compatible with the long-term protection of resource lands, and (b) it maintains the productivity of on-site and adjacent agricultural lands. Furthermore,

⁵ CZC 20.532.100(B)(1)(g)

additional analysis would be needed to determine the feasibility of continued or renewed agricultural use of the site, both for grazing and cultivation.

3. Protection of Biological Resources

The Notice of Preparation identifies a number of biological resources that are being studied and evaluated as part of the environmental analysis process, and we understand that the results of these studies will be forthcoming. We look forward to receiving the results and analysis of the biological surveys and delineation of wetlands and other jurisdictional waters once they become available to facilitate more project-specific feedback. In general, Caltrans should at minimum consider and address the following resource protection policies of the Coastal Act and the Mendocino County certified LCP as part of its environmental analysis at the DEIR stage:

Coastal Act Section 30240(a) states that environmentally sensitive habitat areas (ESHAs) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. Coastal Act Section 30240 is listed and referred to in the narrative for the section of the Mendocino County Land Use Plan (LUP) containing the other LUP policies governing the protection of ESHAs, such as but not limited to LUP Policy 3.1-7⁶.

Regarding ESHA buffers, the Mendocino County LCP requires that a minimum of a 100-foot buffer shall be established adjacent to all ESHAs, unless an applicant can demonstrate, after consultations and agreement with the California Department of Fish and Wildlife that 100 feet is not necessary to protect the resources of that particular habitat area from possible significant disruption caused by the proposed development. The policies state that in that event, *the buffer shall not be less than 50 feet in width*. CZC Section 20.496.020 states that the standards for determining the appropriate width of the buffer area are the seven standards of subsections (a) through (g) of subsection (A)(1) of that section, including: (a) the biological significance of adjacent lands; (b) sensitivity of species to disturbance; (c) susceptibility of parcel to erosion; (d) use of natural topographic features to locate development; (e) use of existing cultural features to locate buffer zones; (f) lot configuration and location of existing development, and (g) the type and scale of the development proposed. Mendocino County LUP Policy 3.1-7 and CZC Section 20.496.020 (A)(1) allow for development to be permitted within a buffer area if the development is for a use that is the same as those uses permitted in the adjacent environmentally sensitive habitat area, and if the development complies with specified standards as described in subsections (1)-(3) of LUP Policy 3.1-7 and (4)(a)-(k) of Section 20.496.020.

As part of its environmental analysis, Caltrans should identify the location of all ESHAs occurring within the environmental study limits and specify any portions of the proposed project that will occur within or adjacent to ESHAs. The environmental analysis should contain maps depicting the location of all ESHA features at a legible scale. For those

⁶See Attachment C for excerpts of relevant Coastal Act and LCP ESHA protection policies.

portions of the project located within Mendocino County's jurisdictional authority, the analysis should include consideration of minimum buffer requirements and maps should be provided that overlay minimum buffers around ESHA features in relation to proposed development activities.

As part of the analysis of potential impacts to natural resources, Caltrans should provide an alternatives analysis that evaluates the proposed project and other potential development alternatives, including the "no project" alternative; that documents whether or not feasible alternatives exist that could avoid temporary and/or permanent impacts to all ESHAs; and that demonstrates which development option is the least environmentally-damaging feasible alternative, as compared to the other alternatives. If the alternatives analysis demonstrates there are no feasible alternatives that do not encroach into 100-foot ESHA buffer areas, Caltrans should demonstrate how the proposed development implements all feasible mitigation measures consistent with LCP requirements that include but are not limited to CZC Sections 20.496.020(A)(4), 20.496.025(B)(1), and 20.532.100(A)(1).

In addition to potential environmental effects resulting from direct or indirect impacts to ESHA and/or ESHA buffers, the invasive, non-native pampas grass (*Cortaderia jubata* and *C. selloana*) commonly establishes at disturbed sites such as along bluff faces, road cuts, and in staging areas. In recent years, pampas grass invasions have substantially increased in coastal Mendocino County, most notably from Westport northward beyond the Mendocino County border. Caltrans should address in its environmental analysis what measures are proposed to avoid or minimize establishment of invasive species within the project area resulting from construction activities, including but not limited to consideration of long-term monitoring (e.g., once annually for a five year minimum) and invasive species removal from the project site (including but not limited to any realigned road and staged construction areas) upon completion of construction activities.

4. Wetlands and Water Quality

Section 30230 of the Coastal Act states that:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act states that:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges- and

entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30232 of the Coastal Act states the following:

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containments and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Section 30233 of the Coastal Act states, in part:

- (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*
- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.*
 - (2) Maintaining existing, or restoring previously dredged depths on existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*
 - (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*
 - (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.*
 - (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.*
 - (6) Restoration purposes.*
 - (7) Nature study, aquaculture, or similar resource dependent activities.*

...

- (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the*

Coastal Wetlands of California”, shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

Eelgrass Habitat

The Albion River is recognized by CA Department of Fish and Wildlife as an “Area of Special Biological Importance,” and its clear waters are known to support a broad range of wildlife species, and extensive eelgrass beds. Eelgrass (*Zostera marina*) is considered to be an environmentally sensitive habitat area worthy of protection because it functions as important shelter and foraging habitat. For example, eelgrass provides cover for juvenile fish and in some locations, serves as a spawning ground for herring. In addition, black brant, a species of migratory geese, feed almost exclusively on eelgrass. Eelgrass is a flowering plant that extends long rhizomes (roots) an average of 1.5 – 8 inches below the substrate from which the turions (stems) sprout with long, green blades (leaves) and it thrives in protected coastal waters with sandy or muddy bottoms. Eelgrass can be adversely impacted by direct contact, or indirectly by shading from over-water structures. Therefore, Caltrans should conduct preliminary surveys to evaluate whether eelgrass occurs within the immediate vicinity of the project area. If preliminary surveys identify eelgrass occurring within the project area, Caltrans should: a) propose protection measures that will be employed to protect adjacent eelgrass from construction impacts; and b) prepare a preliminary eelgrass monitoring and mitigation plan that addresses site monitoring to ensure that the project minimizes direct and indirect impacts to eelgrass impacts as well as mitigation for unavoidable direct impacts to eelgrass patches.

Wetlands and Other Waters

We understand that Caltrans is evaluating several bridge replacement designs as part of its range of alternatives, including both single-arch- and double-arch-designs. Caltrans has indicated at previous meetings that the double-arch design would require three “touchdowns,” including one touchdown within the Albion River, whereas the single-arch bridge design might avoid most or all wetland impacts. Other options under consideration, such as the proposal to retain the existing bridge as a pedestrian bridge and construct a new bridge alongside, could result in a greater impact to wetlands and other waters. Coastal Act Section 30233(a)(4) does allow for certain wetland fill for “incidental public services” where it does not increase vehicular capacity, provided there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects.

The LCP policies⁷ similarly identify specific uses permitted in wetland and riparian ESHAs (including but not limited to incidental public services⁸). Policy 3.1-4 and CZC

⁷ See Attachment D for excerpts of relevant Coastal Act and LCP wetland and water quality protection policies.

⁸ LUP Policy 3.1-4, CZC Section 20.496.025(A)(7)

Sections 20.496.020(A)(4) and 20.496.025 require that development shall not be allowed in wetland ESHA and ESHA buffers unless there is no other feasible site available, and all feasible mitigation measures capable of reducing or eliminating project related impacts have been adopted. Additionally, CZC Section 20.532.100(A)(1) states that no development shall be allowed in an ESHA unless: (a) the resource will not be significantly degraded by proposed development, (b) no feasible, less environmentally damaging alternative exists; and (c) all feasible mitigation measures capable of reducing or eliminating project-related impacts have been adopted. Mendocino County Coastal Zoning Code (CZC) Section 20.488.010 requires in part that the productivity of wetlands and wetland buffers shall be protected, preserved, and where feasible, restored. Depending on the manner in which any proposed filling is conducted, the significant adverse impacts of the project may include: (1) effects on sensitive fish and wildlife species; and (2) water quality impacts from the placement of materials in and/or undertaking construction involving the use of hazardous materials in close proximity to coastal waters.

Therefore, Caltrans should include in its environmental analysis an evaluation of the feasibility and project-related impacts associated with each alternative. The analysis of project-related impacts should include a comparison of total wetland fill and/or restoration associated with the placement or removal of piers/touchdowns and/or other wetland fill for each alternative. Additionally, the environmental analysis should identify all mitigation measures capable of reducing or eliminating project-related impacts.

Impairment of Water Quality

The proposed bridge rehabilitation and/or reconstruction could potentially have adverse effects on water quality. The use of construction equipment and materials in and around sensitive marine habitats could lead to habitat contamination and impacts through the discharge of debris, trash, and contaminants such as leaky gas and other fluids and other pollutant-laden runoff. In addition, we understand that the existing bridge in its current condition may be leaching contaminants during storm events, including but not necessarily limited to detected levels of chromium and arsenic in the trestle bridge timbers. The presence of these hazardous materials creates the potential for toxic chemicals to leach into coastal waters, not only under existing conditions, but also during any proposed rehabilitation and/or demolition. Allowing such debris or pollutants to enter the waters of the Albion River could adversely affect water quality and marine organisms inconsistent with Coastal Act Sections 30230, 30231, and 30232.

Coastal Act Section 30231 protects the quality of coastal waters, streams, and wetlands through, among other means, controlling runoff. Runoff from a project work site, upon entering coastal waters, increases turbidity and adversely affects fish and other sensitive aquatic species. In addition, Coastal Act Section 30232 requires protection against the spillage of crude oil, gas, petroleum products and hazardous substances and requires that effective containments and cleanup procedures be provided for accidental spills that do occur. Furthermore, any proposed extraction of piles from the existing bridge could cause localized increases in turbidity as sediment sloughs off of piles removed from the floor of

the river channel. Therefore, Caltrans should address in its environmental analysis measures to protect coastal waters from hazardous materials that could enter waterways at various stages of project demolition and/or reconstruction.

Acoustic Impacts from Pile Driving on Fish

The Albion River supports threatened and endangered anadromous salmon species as well as a large variety of other fish species. We understand from the project scoping meeting and from previous discussions with Caltrans staff that the proposed project may necessitate pile driving with an impact hammer, regardless of whether "touchdown" piles are constructed within open coastal waters.

Pile-driving with an impact hammer generates hydroacoustic pressure impulses and particle velocities that can cause effects on fish ranging from altered behavior, hearing loss, and tissue injuries to immediate mortality. In the past, fish kills from pile driving have been noted on both coasts and have resulted in unforeseen impacts to sensitive fishery resources. According to a report entitled "Effects of Sound on Fish," (Hastings & Popper, Caltrans, January 28, 2005), the degree of damage to fish is not related directly to the distance of the fish from the pile, but to the received level and duration of the sound exposure.

Caltrans should include in its DEIR an analysis of the acoustic impacts on fish that could result from any proposed pile driving. The analysis should include minimization, mitigation, and monitoring measures to ensure that any pile driving activity will not exceed established thresholds and will not result in deleterious effects to salmon and other fish species.

5. Hazards

Section 30253 of the Coastal Act states, in pertinent part, that new development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*

Section 30235 of the Coastal Act states:

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

As the proposed project intends to rehabilitate or replace a bridge spanning the Albion River, Caltrans should demonstrate in the environmental analysis how the proposed project alternatives minimize risks to life and property, taking into account considerations such as, but not limited to, sea level rise, high flood and storm surge events and associated scour (including to the river channel and alongside bridge revetments), and earthquake and tsunami risks. The project analysis should additionally address whether the proposed project would create or contribute to site erosion, geologic instability, or destruction of the site, pursuant to Coastal Act Section 30253.

6. Protection of Commercial Fishing & Recreational Facilities

Section 30224 of the Coastal Act states (emphasis added):

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234 of the Coastal Act states, in applicable part:

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded...

As described previously, Caltrans proposes several bridge rehabilitation and/or reconstruction design alternatives, including but not limited to a new bridge design with a “touchdown” in the middle of the river, and consideration of retaining the existing bridge as a pedestrian bridge and constructing a new bridge for vehicular traffic. As part of its environmental analysis, Caltrans should evaluate how each bridge design option could affect commercial and recreational boating use of the Albion River, such as addressing the hydraulic effects associated with new and/or existing pier placement within the river channel, navigation around piers or other “touchdown” structures, and minimum height clearances of any bridge structure necessary for the clearance of all watercraft.

7. Public Recreation and Access

Coastal Act Sections 30210 through 30212, 30214, and 30224 specifically protect public access and recreation. In particular:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of

private property owners, and natural resource areas from overuse. [PRC §30210]

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. [PRC §30211]

Section 30212 of the Coastal Act states, in relevant part:

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) Adequate access exists nearby

Section 30214(a) of the Coastal Act states, in relevant part:

The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case...

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, [...] providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land. [PRC §30224]

Mendocino County Land Use Plan (LUP) Policy 3.6-17 states:

Caltrans shall be required to improve or construct view turnouts designated on the Land Use maps as a part of adjoining highway improvement projects when such improvements involve widening or improvements of the highway. (This would exclude rehabilitation type projects).

Mendocino County Land Use Plan (LUP) Policy 3.6-18 states:

Along sections of the highway where development intensity will result in pedestrian use, or where this is the siting of the County designated coastal trail, a 15-foot accessway measured from the right-of-way of Highway 1 shall be offered for dedication as a condition of permit approval if the topography is deemed suitable for pathway development. Coastal trail includes trails identified in Table 3.6-1 and portions of Highway 1 and Usal Road that are necessary to connect these trail segments. All such access offers that have been recorded shall be offered to Caltrans for acceptance. Prevailing acquisition methods for acquiring public right-of-way by Caltrans shall apply to this section.

Mendocino County Land Use Plan (LUP) Policy 3.6-18 states:

Along intensively developed sections of Highway 1, (such as between Cleone and Albion or in Gualala) Caltrans shall be requested to build a separate pedestrian, equestrian path parallel to the highway where pedestrian traffic warrants and physical conditions exist.

Mendocino County LUP Policy 4.9-7 states:

No cost access and parking area should be acquired to both the north and south side of the Albion River in accordance with Policy 3.6-5⁹.

In the project area, Highway One is the major public access route providing access to and along the ocean. Access to the shoreline exists currently through the private fee-use Albion River Campground. Within the project vicinity, additional shoreline access routes and view turnouts have been designated on the Mendocino County Land Use Maps (e.g., view turnouts along Highway One north and south of Albion River, public access trails around Albion Head and Albion Flats).

In February 2013, CalTrans submitted a final Engineered Feasibility Study for the Pacific Coast Bike Route and CCT. The purpose of the study was to:

... examine current conditions versus needed pedestrian and bicycle improvements for the Pacific Coast Bike Route (PCBR) in the right-of-way and along parallel routes to Route 1 in Mendocino County, as well as accommodation of the California Coastal Trail (CCT) where it is planned to share the Route 1 right-of-way, per prior studies and plans.

The vision for the California Coastal Trail (CCT) is a continuous interconnected public trail system of one or more parallel alignments along the California coastline. The CCT system is to be located on a variety of terrains, including the beach, bluff edge, hillsides providing scenic vantage points, and within the highway right-of-way. The CCT may take many forms, including informal footpaths, paved sidewalks, and separated bicycle paths. When no other alternative exists, the CCT sometimes comprises the shoulder of the highway.

We are aware that Caltrans is currently evaluating options for a 5- to 6-foot-wide separated (with barrier) pedestrian walkway as part of certain bridge widening and reconstruction alternatives. The Commission has been supportive of such separated accessways in the past as a means of providing safe access to bicyclists and pedestrians, particularly as a supplement to off-highway access, or in areas where such access cannot feasibly be directed off the highway. We also understand that Caltrans is currently evaluating various road alignment alternatives to connect any rehabilitated or new bridge to Highway One. As part of its environmental analysis, Caltrans should address options for providing maximum public access opportunities, including but not limited to view turnouts, and both on-highway and off-highway pedestrian and bicycle access envisioned

⁹ Mendocino County LUP Policy 3.6-5 refers to acquisition methods

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in association with the PCBR and CCT, consistent with the Coastal Act and Mendocino County certified LCP policies.

Additionally, the Notice of Preparation acknowledges that the proposed bridge rehabilitation and/or reconstruction would result in impacts to public access to and along the coast, including but not limited to temporary closure of some or all of the Albion River Campground, lane closures, and traffic delays. The environmental analysis should include a thorough evaluation of short-and long-term impacts to public access and recreation opportunities, and identify measures to avoid, minimize, and mitigate for impacts to public access and recreation.

In addition to addressing the above considerations, we would appreciate receiving hardcopies of any supporting documentation prepared in association with the DEIR. Thank you for the opportunity to provide preliminary comments on this proposed project, and we look forward to continued coordination and communication as the project moves forward in the environmental review process. Should you have any questions, please call me at 707-826-8950, extension 4.

Sincerely,

SIGNATURE ON FILE

TAMARA L. GEDIK
Coastal Program Analyst

Attachments: A: Coastal Act & LCP Visual Resources Policy Excerpts
B: Coastal Act & LCP Agricultural Resources Policy Excerpts
C: Coastal Act & LCP ESHA Protection Policy Excerpts
D: Coastal Act & LCP Policy Excerpts Re: Wetlands & Water Quality

Cc: Bob Merrill, North Coast District Manager
Tami Grove, Statewide Development and Transportation Program Manager
Mark Delaplaine, Manager, Coastal Commission Federal Consistency Division
Frank Demling and Sandra Rosas, Caltrans District 1, Eureka
Bill Kinser, Mendocino County Department of Planning and Building Services

Ec: Angela Liebenberg, Rebecca Garwood, and Richard Macedo, CA Department of Fish and Wildlife

ATTACHMENT A

COASTAL ACT AND LCP EXCERPTS: VISUAL RESOURCES

I. Visual Resource Policies

Section 30251 of the Coastal Act states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30254 of the Coastal Act states:

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. ...[Emphasis added]

Section 30251 of the Coastal Act has been specifically incorporated into **LUP Policy 3.5-1** of the Mendocino County LCP and states (emphasis added):

State Highway 1 in rural areas of the Mendocino County coastal zone shall remain a scenic two-lane road.

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

Policy 3.5-3 of the certified LUP states as follows, in applicable part (emphasis added):

The visual resource areas listed below are those which have been identified on the land use maps and shall be designated as "highly scenic areas," within which new development shall be subordinate to the character of its setting. Any

development permitted in these areas shall provide for the protection of ocean and coastal views from public areas including highways, roads, coastal trails, vista points, beaches, parks, coastal streams, and waters used for recreational purposes.

...

- *Portions of the coastal zone within the Highly Scenic Area west of Highway 1 between the Ten Mile River estuary south to the Navarro River as mapped with noted exceptions and inclusions of certain areas east of Highway 1.*

In addition to other visual policy requirements, new development west of Highway One in designated "highly scenic areas" is limited to one-story (above natural grade) unless an increase in height would not affect public views to the ocean or be out of character with surrounding structures. Variances from this standard may be allowed for planned unit development that provides clustering and other forms of meaningful visual mitigation. New development should be subordinate to natural setting and minimize reflective surfaces. All proposed divisions of land and boundary line adjustments within "highly scenic areas" will be analyzed for consistency of potential future development with visual resource policies and shall not be allowed if development of resulting parcel(s) could not be consistent with visual policies.

LUP Policy 3.5-8 states as follows (emphasis added):

Power transmission lines shall be located along established corridors. Elsewhere transmission lines shall be located to minimize visual prominence. Where overhead transmission lines cannot be located along established corridors, and are visually intrusive within a "highly scenic area", the lines shall be placed underground west of Highway One and below ridgelines east of Highway One if technically feasible. Certain lines shall, over time, be relocated or placed underground in accord with PUC regulations (see Big River Planning Area Policy 4.7-3 and Policy 3.11-9). Distribution lines shall be underground in new subdivisions.

Section 20.504.015 ("Highly Scenic Areas") of the certified Coastal Zoning Code (CZC) states as follows, in applicable part (emphasis added):

(A) The visual resource areas listed below are those which have been designated highly scenic and in which development shall be subordinate to the character of its setting:

...

(2) Portions of the Coastal Zone within the Highly Scenic Area west of Highway 1 between the Ten Mile River estuary south to the Navarro River as mapped with noted exceptions and inclusion of certain areas east of Highway 1...

(C) Development Criteria.

(1) Any development permitted in highly scenic areas shall provide for the protection of coastal views from public areas including highways, roads, coastal trails, vista points, beaches, parks, coastal streams, and waters used for recreational purposes.

...

(3) New development shall be subordinate to the natural setting and minimize reflective surfaces. In highly scenic areas, building materials including siding and roof materials shall be selected to blend in hue and brightness with their surroundings.

...

(6) Minimize visual impact of development on hillsides by the following criteria:

(a) Requiring grading or construction to follow the natural contours;

(b) Resiting or prohibiting new development that requires grading, cutting and filling that would significantly and permanently alter or destroy the appearance of natural landforms;

(c) Designing structures to fit hillside sites rather than altering landform to accommodate buildings designed for level sites;

(d) Concentrate development near existing major vegetation; and

(e) Promote roof angles and exterior finish which blend with hillside.

(7) Minimize visual impacts of development on terraces by the following criteria:

(a) Avoiding development, other than farm buildings, in large open areas if alternative site exists;

(b) Minimize the number of structures and cluster them near existing vegetation, natural landforms or artificial berms;

(c) Provide bluff setbacks for development adjacent to or near public areas along the shoreline;

(d) Design development to be in scale with rural character of the area.

...

(12) Power distribution lines shall be placed underground in designated "highly scenic areas" west of Highway 1 and in new subdivisions. East of Highway 1, power lines shall be placed below ridgelines if technically feasible.

(13) Access roads and driveways shall be sited such that they cause minimum visual disturbance and shall not directly access Highway 1 where an alternate configuration is feasible. (Ord. No. 3785 (part), adopted 1991).

CZC Section 20.504.020 states, in applicable part, as follows (emphasis added):

...

(B) The communities and service centers, designated as CRV or CFV, of Westport, Caspar, Albion, Elk and Manchester, and the additional areas of Little River, Anchor Bay and Gualala, as described below, shall have special protection as set forth in Section 20.504.020(C):

...

(C) Development Criteria.

(1) The scale of new development (building height and bulk) shall be within the scope and character of existing development in the surrounding neighborhood.

(2) New development shall be sited such that public coastal views are protected.

(3) The location and scale of a proposed structure will not have an adverse effect on nearby historic structures greater than an alternative design providing the same floor area. Historic structure, as used in this subsection, means any structure where the construction date has been identified, its history has been substantiated, and only minor alterations have been made in character with the original architecture.

(4) Building materials and exterior colors shall be compatible with those of existing structures.

(D) The scenic and visual qualities of Mendocino County Coastal Areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas designated by the County of Mendocino Coastal Element shall be subordinate to the character of its setting. (Ord. No. 3785 (part), adopted 1991)

Mendocino County LUP Policy 3.8-6 states the following:

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

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widening projects shall be allocated, first to safety and improved capacity needs and secondly to paved shoulders.

Mendocino County **LUP Policy 4.9-2** states the following:

In order to maintain the special community character, building permits shall require that building materials, color and architectural forms of new structures exposed to public view be similar to those [of] existing buildings. Existing buildings shall not be remodeled in a manner that would detract from their historic character.

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ATTACHMENT B

COASTAL ACT AND LCP EXCERPTS: AGRICULTURAL RESOURCES

Land Use Plan (LUP) Policy 3.2-1 states:

All agricultural land use, as represented within the agriculturally designated boundaries on the land use maps, shall be designated AG 60 or RL 160 for the purpose of determining density.

This will support continued coastal agriculture use. One housing unit will be allowed for each existing parcel. Additional dwellings for resident agricultural workers shall be considered as conditional uses, subject to the provisions of this plan.

LUP Policy 3.2-4 states:

Zoning regulations shall not discourage compatible activities that enhance the economic viability of an agricultural operation. These may include cottage industry, sale of farm products, timber harvesting, not subject to the Forest Practices Act and limited visitor accommodations at locations specified in the plan. Visitor accommodations shall be secondary to the agricultural activity. Proposed projects shall be subject to a conditional use permit. Granting of the permit shall require affirmation findings to be made on each of the following standards. The project shall:

- maximize protection of environmentally, sensitive habitats;*
- minimize construction of new roads and other facilities;*
- maintain views from beaches, public trails, roads and views from public viewing areas, or other recreational areas;*
- ensure adequacy of water, sewer and other services;*
- ensure preservation of the rural character of the site; and*
- maximize preservation of prime agricultural soils;*
- ensure existing compatibility by maintaining productivity of on site and adjacent agricultural lands.*

No permit shall be issued to convert prime land and/or land under Williamson Act to non-agricultural uses, unless all of the following criteria are met:

- 1. all agriculturally unsuitable lands on the parcel have been developed or determined to be undevelopable; and*
- 2. agricultural use of the soils can not be successfully continued or renewed within a reasonable period of time, taking into account economic,*

- environmental, social, and technological factors (Section 30108 of the Coastal Act); and*
- 3. clearly defined buffer areas are developed between agricultural and nonagricultural uses (see Policies 3.2-9, 3.2-12 and 3.2-13); and*
 - 4. the productivity of any adjacent agricultural lands is not diminished, including the ability of the land to sustain dry farming or animal grazing; and*
 - 5. public service and facility expansions and permitted uses do not impair agricultural viability, either through increased assessment costs or degraded air and water quality; and*
 - 6. in addition, for parcels adjacent to urban areas, the viability of agricultural uses is severely limited by conflicts with urban uses, and the conversion of land would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.*

Coastal Zoning Code (CZC) Section 20.532.095 "Required Findings for All Coastal Development Permits" states:

- (A) The granting or modification of any coastal development permit by the approving authority shall be supported by findings which establish that:*
- (1) The proposed development is in conformity with the certified local coastal program; and*
 - (2) The proposed development will be provided with adequate utilities, access roads, drainage and other necessary facilities; and*
 - (3) The proposed development is consistent with the purpose and intent of the zoning district applicable to the property, as well as the provisions of this Division and preserves the integrity of the zoning district; and*
 - (4) The proposed development will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.*
 - (5) The proposed development will not have any adverse impacts on any known archaeological or paleontological resource.*
 - (6) Other public services, including but not limited to, solid waste and public roadway capacity have been considered and are adequate to serve the proposed development.*
- (B) If the proposed development is located between the first public road and the sea or the shoreline of any body of water, the following additional finding must be made:*
- (1) The proposed development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act and the Coastal Element of the General Plan. (Ord. No. 3785 (part), adopted 1991)*

Coastal Zoning Code (CZC) Section 20.532.100 "Supplemental Findings" states in applicable part the following:

In addition to required findings, the approving authority may approve or conditionally approve an application for a permit or variance within the Coastal Zone only if the following findings, as applicable, are made:

(A) Resource Protection Impact Findings.

(1) Development in Environmentally Sensitive Habitat Areas.

...

(2) Impact Finding For Resource Lands Designated AG, RL and FL. *No permit shall be granted in these zoning districts until the following finding is made: (a) The proposed use is compatible with the long-term protection of resource lands.*

(B) Agricultural Land Impact Findings.

(1) Development in Agricultural Zones. *No development subject to a coastal development use permit shall be issued on agricultural land until the following findings are made:*

(a) The project maximizes protection of environmentally sensitive habitat areas;

(b) The project minimizes construction of new roads and other facilities;

(c) The project maintains views from beaches, public trails, roads and views from public viewing areas, or other recreational areas;

(d) The project ensures the adequacy of water, waste water disposal and other services;

(e) The project ensures the preservation of the rural character of the site.

(f) The project maximizes preservation of prime agricultural soils;

(g) The project ensures existing land use compatibility by maintaining productivity of onsite and adjacent agricultural lands.

(2) Impact Findings for Conversion of Prime Agricultural or Williamson Act Contracted Lands. *Conversion of prime land and/or land under Williamson Act Contract to non-agricultural uses is prohibited, unless all of the following findings are made. For the purposes of this section, conversion is defined as either development in an AG or RL designation not classified as a residential, agricultural, or natural resource use type or the amending and rezoning of the Coastal Element Land Use Designation AG or RL to a classification other than AG or RL including amendments to add visitor-serving facilities.*

(a) All agriculturally unsuitable lands on the parcel have been developed or determined to be undevelopable;

(b) Agricultural use of the soils cannot be successfully continued or renewed within a reasonable period of time, taking into account economic, environmental, social and technological factors;

(c) Clearly defined buffer areas are established between agricultural and non-agricultural uses;

(d) The productivity of any adjacent agricultural lands will not be diminished, including the ability of the land to sustain dry farming or animal grazing;

(e) Public service and facility expansions and permitted uses do not impair agricultural viability, either through increased assessment costs or degraded air and water quality; and

(f) For parcels adjacent to urban areas, the viability of agricultural uses is severely limited by contacts with urban uses, and the conversion of land would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(3) Impact Findings for Conversion of Non-prime Agricultural Lands. *Conversion of all other agricultural lands to non-agricultural uses will be prohibited unless it is found that such development will be compatible with continued agricultural use of surrounding lands and at least one of the following findings applies:*

(a) Continued or renewed agricultural use is not feasible as demonstrated by an economic feasibility evaluation prepared pursuant to Section 20.524.015(C)(3);

(b) Such development would result in protecting prime agricultural land and/or concentrate development.

LUP Policy 3.2-5 states:

All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

Coastal Act Section 30250 states in applicable part the following:

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall

be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

LUP Policy 3.2-16 states the following:

All agricultural lands designated AG or RL shall not be divided nor converted to non-agricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or (3) concentrate development consistent with Section 30250. Any such permitted division or conversion shall be compatible with continued agricultural use of surrounding parcels.

"Feasible", as used in this policy, includes the necessity for consideration of an economic feasibility evaluation containing both the following elements:

1. *An analysis of the gross revenue from the agricultural products grown in the area for the five years immediately preceding the date of the filing of proposed local coastal program or an amendment to any local coastal program.*
2. *An analysis of the operational expenses beyond the control of the owner/operator associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.*

For purposes of this policy, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the local coastal plan.

Coastal Zoning Code (CZC) Chapter 20.508 "Agricultural Resources" states the following:

Section 20.508.005 Applicability.

This Chapter shall apply to all lands designated AG or RL within the County of Mendocino's Coastal Zone. (Ord. No. 3785 (part), adopted 1991)

Sec. 20.508.010 Purpose.

The purpose of this Chapter is to insure that the maximum amount of agricultural land shall be maintained in agricultural production to assure the protection of the area's agricultural economy. All other lands suitable for agricultural use shall not be converted to non-agricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands. (Ord. No. 3785 (part), adopted 1991)

Sec. 20.508.015 General Criteria.

An owner of property within an agricultural district, either AG or RL, may request agricultural preserve status under a Williamson Act contract pursuant to Chapter 22.08 of the Mendocino County Code. No permit shall be issued to convert prime lands and/or land under Williamson Act contracts to non-agricultural uses, without complying with Chapter 22.08 of the Mendocino County Code and making supplemental findings pursuant to Section 20.532.100(B)(2) and making the finding that continued, renewed, or potential agricultural use of the property is not feasible based upon an economic feasibility evaluation prepared pursuant to Section 20.524.015(C)(3). (Ord. No. 3785 (part), adopted 1991)

Coastal Zoning Code (CZC) Section 20.524.015 "Coastal AG and RL Land Divisions" which is incorporated by reference in CZC Sections 20.508.015 and 20.532.100(B)(3) states in applicable part:

Before any division of prime agricultural land is granted tentative approval, the applicant shall file a master land division plan which shall contain at a minimum:

...

(3) An economic feasibility evaluation prepared by a land use economist with expertise in the economics of agriculture which shall contain the following:

- (a) An analysis of the gross revenue from the agricultural products grown in the area for the five (5) years immediately preceding the date of the filing of proposed conversion and/or division; and*
- (b) An analysis of the operational expenses beyond the control of the owner/operator associated with the production of the agricultural products grown in the area for five years immediately preceding the date of the filing of the proposed conversion and/or division.*
- (c) The economic feasibility analysis shall be reviewed for adequacy by the Department of Planning and Building Services and the County Agricultural Commissioner prior to a determination that the application is complete for processing. If the report is determined inadequate, the applicant shall submit the required information to the satisfaction of the Department of Planning and Building Services and County Agricultural Commissioner. The application will not be considered complete until the feasibility analysis is submitted and deemed acceptable.*

(4) For purposes of this subsection "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the Coastal Element. (Ord. No. 3785 (part), adopted 1991)

Mendocino County Municipal Code Section 22.08.080 of Chapter 22.08 “Land Usage: Resource Preserves,” which is incorporated by reference in CZC Section 20.508.015 states:

Sec. 22.08.080 - Land Within the Rangeland District (R-L).

With respect to property under an agricultural preserve contract zoned rangeland (R-L), the permissible agricultural and compatible uses shall be as follows:

(A) The permitted agricultural uses are as follows:

(1) Commercial use types

Animal sales and services: horse stables

Animal sales and services: kennels

Animal sales and services: stockyards

(2) Agricultural use types

Animal raising

Animal waste processing

Packing and processing: winery

(3) Residential use types

Family residential: single family

(B) Uses subject to a minor use permit. The following use types are permitted in the R-L district upon issuance of a minor use permit:

(1) Residential use types

Farm employee housing

Farm labor camp

(2) Commercial use types

Cottage industries: resource lands

(C) Uses subject to a major use permit. The following use types are permitted in the R-L district upon issuance of a major use permit:

(1) Agricultural use types

Packing and processing: general

(2) Commercial use types

Animal sales and services: permanent auction yard

Animal sales and services: veterinary (large animals)

Commercial recreation: outdoor sports and recreation

Commercial recreation: outdoor entertainment

Transient habitation: campground

Transient habitation: resort

Energy development: production of energy other than that used on the property.

(3) Extractive use types

Mining and processing.

(Ord. No. 3428, adopted 1983; Ord. No. 4006 (part), adopted 1998.)

ATTACHMENT C

COASTAL ACT AND LCP EXCERPTS: ESHA_s

Environmentally Sensitive Habitat Areas (ESHA) are defined on page 38 of the Mendocino County LUP as:

Any areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Coastal Zoning Code Section 20.496.010 “Environmentally Sensitive Habitat and other Resource Areas—Purpose” states (emphasis added):

... Environmentally Sensitive Habitat Areas (ESHA's) include: anadromous fish streams, sand dunes, rookeries and marine mammal haul-out areas, wetlands, riparian areas, areas of pygmy vegetation which contain species of rare or endangered plants and habitats of rare and endangered plants and animals.

LUP Policy 3.1-2 states:

Development proposals in environmentally sensitive habitat areas such as wetlands, riparian zones on streams or sensitive plant or wildlife habitats (all exclusive of buffer zones) including, but not limited to those shown on the Land Use Maps, shall be subject to special review to determine the current extent of the sensitive resource. Where representatives of the County Planning Department, the California Department of Fish and Game, the California Coastal Commission, and the applicant are uncertain about the extent of sensitive habitat on any parcel such disagreements shall be investigated by an on-site inspection by the landowner and/or agents, County Planning Department staff member, a representative of California Department of Fish and Game, a representative of the California Coastal Commission. The on-site inspection shall be coordinated by the County Planning Department and will take place within 3 weeks, weather and site conditions permitting, of the receipt of a written request from the landowner/agent for clarification of sensitive habitat areas.

If all of the members of this group agree that the boundaries of the resource in question should be adjusted following the site inspection, such development should be approved only if specific findings are made which are based upon substantial evidence that the resource as identified will not be significantly degraded by the proposed development. If such findings cannot be made, the development shall be denied. Criteria used for determining the extent of wetlands and other wet environmentally sensitive habitat areas are found in Appendix 8 and shall be used when determining the extent of wetlands.

LUP Policy 3.1-7 states:

A buffer area shall be established adjacent to all environmentally sensitive habitat areas. The purpose of this buffer area shall be to provide for a sufficient area to protect the environmentally sensitive habitat from significant degradation resulting from future developments. The width of the buffer area shall be a minimum of 100 feet, unless an applicant can demonstrate, after consultation and agreement with the California Department of Fish and Game, and County Planning Staff, that 100 feet is not necessary to protect the resources of that particular habitat area and the adjacent upland transitional habitat function of the buffer from possible significant disruption caused by the proposed development. The buffer area shall be measured from the outside edge of the environmentally sensitive habitat areas and shall not be less than 50 feet in width. New land division shall not be allowed which will create new parcels entirely within a buffer area. Developments permitted within a buffer area shall generally be the same as those uses permitted in the adjacent environmentally sensitive habitat area and must comply at a minimum with each of the following standards:

1. It shall be sited and designed to prevent impacts which would significantly degrade such areas;
2. It shall be compatible with the continuance of such habitat areas by maintaining their functional capacity and their ability to be self-sustaining and to maintain natural species diversity; and
3. Structures will be allowed within the buffer area only if there is no other feasible site available on the parcel. Mitigation measures, such as planting riparian vegetation, shall be required to replace the protective values of the buffer area on the parcel, at a minimum ratio of 1:1, which are lost as a result of development under this solution. [emphasis added]

Coastal Zoning Code Section 20.496.020 “Environmentally Sensitive Habitat and other Resource Areas—Development Criteria” states:

(A) Buffer Areas. *A buffer area shall be established adjacent to all environmentally sensitive habitat areas. The purpose of this buffer area shall be to provide for a sufficient area to protect the environmentally sensitive habitat from degradation resulting from future developments and shall be compatible with the continuance of such habitat areas.*

(1) Width. The width of the buffer area shall be a minimum of one hundred (100) feet, unless an applicant can demonstrate, after consultation and agreement with the California Department of Fish and Game, and County Planning staff, that one hundred (100) feet is not necessary to protect the resources of that particular habitat area from possible significant disruption caused by the proposed development. The buffer area shall be measured from the outside edge of the Environmentally Sensitive Habitat Areas and shall not be less than fifty (50) feet in width. New land division shall not be allowed which will create new parcels entirely within a buffer area. Developments permitted within a buffer area shall generally be the same as those uses permitted in the adjacent Environmentally Sensitive Habitat Area.

Standards for determining the appropriate width of the buffer area are as follows:

(a) Biological Significance of Adjacent Lands. Lands adjacent to a wetland, stream, or riparian habitat area vary in the degree to which they are functionally related to these habitat areas. Functional relationships may exist if species associated with such areas spend a significant portion of their life cycle on adjacent lands. The degree of significance depends upon the habitat requirements of the species in the habitat area (e.g., nesting, feeding, breeding, or resting).

Where a significant functional relationship exists, the land supporting this relationship shall also be considered to be part of the ESHA, and the buffer zone shall be measured from the edge of these lands and be sufficiently wide to protect these functional relationships. Where no significant functional relationships exist, the buffer shall be measured from the edge of the wetland, stream, or riparian habitat that is adjacent to the proposed development.

(b) Sensitivity of Species to Disturbance. The width of the buffer zone shall be based, in part, on the distance necessary to ensure that the most sensitive species of plants and animals will not be disturbed significantly by the permitted development. Such a determination shall be based on the following after consultation with the Department of Fish and Game or others with similar expertise:

(i) Nesting, feeding, breeding, resting, or other habitat requirements of both resident and migratory fish and wildlife species;

(ii) An assessment of the short-term and long-term adaptability of various species to human disturbance;

(iii) An assessment of the impact and activity levels of the proposed development on the resource.

(c) Susceptibility of Parcel to Erosion. The width of the buffer zone shall be based, in part, on an assessment of the slope, soils, impervious surface coverage, runoff characteristics, and vegetative cover of the parcel and to what degree the development will change the potential for erosion. A sufficient buffer to allow for the interception of any additional material eroded as a result of the proposed development should be provided.

(d) Use of Natural Topographic Features to Locate Development. Hills and bluffs adjacent to ESHA's shall be used, where feasible, to buffer habitat areas. Where otherwise permitted, development should be located on the sides of hills away from ESHA's. Similarly, bluff faces should not be developed, but shall be included in the buffer zone.

(e) Use of Existing Cultural Features to Locate Buffer Zones. Cultural features (e.g., roads and dikes) shall be used, where feasible, to buffer habitat areas. Where feasible, development shall be located on the side of roads, dikes, irrigation canals, flood control channels, etc., away from the ESHA.

(f) Lot Configuration and Location of Existing Development. Where an existing subdivision or other development is largely built-out and the buildings are a uniform distance from a habitat area, at least that same distance shall be required as a buffer zone for any new development permitted. However, if that distance is less than one hundred (100) feet, additional mitigation measures (e.g., planting of native vegetation) shall be provided to ensure additional protection. Where development is proposed in an area that is largely undeveloped, the widest and most protective buffer zone feasible shall be required.

(g) Type and Scale of Development Proposed. The type and scale of the proposed development will, to a large degree, determine the size of the buffer zone necessary to protect the ESHA. Such evaluations shall be made on a case-by-case basis depending upon the resources involved, the degree to which adjacent lands are already developed, and the type of development already existing in the area...

(2) Configuration. The buffer area shall be measured from the nearest outside edge of the ESHA (e.g., for a wetland from the landward edge of the wetland; for a stream from the landward edge of riparian vegetation or the top of the bluff).

(3) Land Division. New subdivisions or boundary line adjustments shall not be allowed which will create or provide for new parcels entirely within a buffer area.

(4) Permitted Development. Development permitted within the buffer area shall comply at a minimum with the following standards:

(a) Development shall be compatible with the continuance of the adjacent habitat area by maintaining the functional capacity, their ability to be self-sustaining and maintain natural species diversity.

(b) Structures will be allowed within the buffer area only if there is no other feasible site available on the parcel.

(c) Development shall be sited and designed to prevent impacts which would degrade adjacent habitat areas. The determination of the best site shall include consideration of drainage, access, soil type, vegetation, hydrological characteristics, elevation, topography, and distance from natural stream channels. The term "best site" shall be defined as the site having the least impact on the maintenance of the biological and physical integrity of the buffer strip or critical habitat protection area and on the maintenance of the hydrologic

capacity of these areas to pass a one hundred (100) year flood without increased damage to the coastal zone natural environment or human systems.

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

(e) Structures will be allowed within the buffer area only if there is no other feasible site available on the parcel. Mitigation measures, such as planting riparian vegetation, shall be required to replace the protective values of the buffer area on the parcel, at a minimum ratio of 1:1, which are lost as a result of development under this solution.

(f) Development shall minimize the following: impervious surfaces, removal of vegetation, amount of bare soil, noise, dust, artificial light, nutrient runoff, air pollution, and human intrusion into the wetland and minimize alteration of natural landforms. [emphasis added]

...

Section 20.532.100 of the Mendocino County Coastal Zoning Code states:

In addition to required findings, the approving authority may approve or conditionally approve an application for a permit or variance within the Coastal Zone only if the following findings, as applicable, are made:

(A) Resource Protection Impact Findings.

(1) Development in Environmentally Sensitive Habitat Areas. No development shall be allowed in an ESHA unless the following findings are made:

(a) The resource as identified will not be significantly degraded by the proposed development.

(b) There is no feasible less environmentally damaging alternative.

(c) All feasible mitigation measures capable of reducing or eliminating project related impacts have been adopted (emphases added).

Adele Pommerenck, Caltrans District 3
Comments re: Albion River Bridge NOP of DEIR
May 7, 2015
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ATTACHMENT D

COASTAL ACT AND LCP EXCERPTS: WETLANDS & WATER QUALITY

Mendocino County LUP Policy 3.1-4 states:

As required by the Coastal Act, development within wetland areas shall be limited to:

1. *Port facility construction or expansion, Section 30233(a)(1).*
2. *Energy facility construction or expansion, Section 30233(a)(1).*
3. *Coastal-dependent industrial facilities such as commercial fishing facilities, construction or expansion, Section 30233(a)(1).*
4. *Maintenance or restoration of dredged depths or previously dredged depths in: navigational channels, turning basins, vessel berthing and mooring areas, and associated with boat launching ramps.*
5. *In wetland areas, only entrance channels for new or expanded boating facilities may be constructed, except that in a degraded wetland, other boating facilities may be permitted under special circumstances, Section 30233(a)(3). New or expanded boating facilities may be permitted in estuaries, Section 30233(a)(4).*
6. *Incidental public services purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.*
7. *Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.*
8. *Nature study purposes and salmon restoration projects.*
9. *Aquaculture, or similar resource dependent activities excluding ocean ranching. (See Glossary)*

In any of the above instances, the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes, shall be permitted in accordance with all other applicable provisions of this plan. Such requirements shall include a finding that there is no feasible less environmentally damaging alternative and shall include mitigation measures required to minimize adverse environmental effects, in accordance with Sections 30233 and 30607, and other provisions of the Coastal Act.

Mendocino County LUP Policy 3.1-13 states in applicable part:

- *All diking, dredging, and filling activities shall comply with the provisions of Sections 30233 and 30607.1 of the Coastal Act...*

Coastal Act Section 30233 states, incorporated by reference into the LUP:

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (1) *New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.*
- (2) *Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*
- (3) *In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.*
- (4) *In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*
- (5) *Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.*
- (6) *Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.*
- (7) *Restoration purposes.*
- (8) *Nature study, aquaculture, or similar resource dependent activities.*
- (b) *Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.*
- (c) *In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.*

Section 20.496.025 of the Mendocino County Coastal Zoning Code, states, in part, that:

(A) Development or activities within wetland and estuary areas shall be limited to the following:

- (1) *Port facility expansion or construction.*
- (2) *Energy facility expansion or construction.*

(3) Coastal-dependent industrial facilities, such as commercial fishing facilities, expansion or construction.

(4) Maintenance or restoration of dredged depths or previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas, and associated boat launching ramps.

(5) In wetland areas, only entrance channels for new or expanded boating facilities may be constructed, except that, in a degraded wetland, other boating facilities may be permitted under special circumstances.

(6) New or expanded boating facilities may be permitted in estuaries.

(7) Incidental public service purposes which temporarily impact the resource including but not limited to burying cables and pipes, or inspection of piers, and maintenance of existing intake and outfall lines.

(8) Restoration projects which are allowable pursuant to Section 30233(a)(7) of the Coastal Act are publicly or privately financed projects in which restoration is the sole purpose of the project...

(9) Mineral extraction, including sand for restoring beaches, except in ESHA's.

(10) Nature study purposes and salmon restoration projects.

(11) Aquaculture, or similar resource dependent activities excluding ocean ranching.

(B) Requirements for permitted development in wetlands and estuaries.

(1) Any proposed development that is a permitted development in wetlands and estuaries must meet the following statutory requirements, and supplemental findings pursuant to [Section 20.532.100](#):

(a) There is no feasible, less environmentally damaging alternative;

(b) Where there is no feasible, less environmentally damaging alternative, mitigation measures have been provided to minimize adverse environmental effects...

**DEPARTMENT OF CONSERVATION****DIVISION OF LAND RESOURCE PROTECTION**

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEB SITE conservation.ca.gov

June 2, 2015

VIA EMAIL: adele.pommerenck@dot.ca.gov

Ms. Adele Pommerenck, Branch Chief
Department of Transportation (Caltrans)
District 3
703 B Street
Marysville, CA 95901

ALBION RIVER BRIDGE # 10-0136 REHABILITATION/REPLACEMENT PROJECT ON
STATE ROUTE 1, MENDOCINO COUNTY

Dear Ms. Pommerenck:

The Department of Conservation (Department) received your April 1, 2015 letter requesting comment from responsible and trustee agencies regarding Caltrans' intention to acquire property along a portion of State Route 1 for the construction of the Albion River Bridge Replacement Project (Project) in Mendocino County. The Project is to acquire sufficient right-of-way to replace the existing bridge along the same alignment. We offer the following comments in accordance with the provisions of Government Code §§51290 - 51295.

The Land Conservation Act (LCA) of 1965 states that public agencies shall notify the Director of the Department of Conservation, **before** making a decision to acquire property located in an agricultural preserve (GC §51291(b)) for a public improvement. The effect of GC §51291(b) is to enable the acquiring agency to evaluate the ramifications of purchasing land located within an agricultural preserve and to consider the Department's comments before land is acquired. To date, the Department has not been notified about any properties located within an agricultural preserve that are intended for acquisition by Caltrans for this Project.

There are four instances stated in Government Code §51291 requiring a public agency to provide notice to the Department about activities related to the acquisition of property located in an agricultural preserve. Notice is required in the following instances:

1. Notice before making a decision to acquire property located in an agricultural preserve;
2. Notice within 10 days when a property is actually acquired;
3. Notice if the public entity proposes any significant changes to the acquisition; and
4. Notice after acquisition if the acquiring public agency decides not to acquire the property for the intended purpose.

Ms. Adele Pommerenck, Branch Chief
June 2, 2015
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When agricultural properties are restricted by LCA and/or Farmland Security Zone contracts pursuant to Article XIII, §8 of the California Constitution and GC §51252, only acquisitions made via eminent domain (or in lieu of) will nullify the contract, assuming other necessary requirements are met (GC §51295). Although a public entity may have eminent domain authority, unless the entity has made a commitment to exercise that authority, and the seller sold under a threat of condemnation¹, the acquisition is not made in lieu of eminent domain.

Enclosed for your benefit is a copy of the Public Acquisition Notification Provisions of the LCA, which we offer as a guide for the process. Additional information regarding public agency acquisition of property located in an agricultural preserve is available on the Department of Conservation's website at the following link:

http://www.conservation.ca.gov/dlrp/lca/basic_contract_provisions/Pages/public_acquisition.aspx.

We look forward to receiving information with regard to Caltrans' intention to acquire property located in an agricultural preserve in accordance with the Notice requirements stated in GC §51291. If you have any questions, or need further assistance, please contact Jacquelyn Ramsey, Associate Environmental Planner, at (916) 323-2379; or email: Jacquelyn.Ramsey@conservation.ca.gov.

Sincerely,



Molly A. Penberth, Manager
Division of Land Resource Protection
Conservation Program Support Unit

Enclosure

cc: Liza Walker, Project Coordinator
Department of Transportation (Caltrans)
District 3
Mendocino County Board of Supervisors
Mendocino County Farm Bureau


¹ Johnson v. County of Sonoma et al (2002) 100 Cal. App. 4th 973 987

State of California
Department of Fish and Wildlife

Memorandum

Date: April 30, 2015

To: Ms. Adele Pommerenck
California Department of Transportation, District 3
703 B Street
Marysville, California 95901
Adele.Pommerenck@dot.ca.gov

From: Mr. Curt Babcock 
Habitat Conservation Program Manager
Department of Fish and Wildlife
601 Locust Street
Redding, California 96001

Subject: **Notice of Preparation for the Albion River Bridge Replacement/Rehabilitation Project on State Route 1 Mendocino County, California**

The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the Albion River Bridge Rehabilitation/ Replacement Project (Project) State Clearinghouse #2015042016 from the California Department of Transportation (Lead Agency). CDFW staff also participated in the April 15, 2015, scoping meeting.

As a trustee for the State's fish and wildlife resources, CDFW has jurisdiction over the conservation, protection and management of fish, wildlife, native plants, and their habitat. As responsible agency, CDFW administers the California Endangered Species Act (CESA) and other provisions of the Fish and Game Code (FGC) that conserve the State's fish and wildlife public trust resources.

CDFW's primary concerns regarding the Project involve: potential impacts to listed salmonids or other sensitive aquatic resources in the Albion River; potential impacts to breeding birds or roosting bats which may utilize the existing Albion River Bridge; potential impacts to rare plants within the Project footprint; and potential adverse changes to the bed, banks or channel of the Albion River.

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Project Description

The proposed Project would replace or rehabilitate the Albion River Bridge on State Route 1 in Mendocino County. According to the NOP, there are three proposed alignment alternatives for the replacement bridge. A proposed replacement structure would consist of two 12-foot wide vehicle travel lanes, two 8-foot wide shoulders, and a six-foot wide pedestrian walkway with a barrier on the east and/or west sides of the structure. Two 4-foot wide shoulders are also proposed for the roadway approaching the bridge.

In addition to new structures, proposed rehabilitation alternatives are included, such as: rehabilitate the bridge and upgrade the bridge rail; rehabilitate and widen the bridge, and upgrade bridge rails; or rehabilitate the existing structure as a pedestrian bridge as part of one of the replacement alignments.

Biological Resources

The Albion River and its tributaries support two listed salmonid species: coho salmon (*Oncorhynchus kisutch*) and steelhead trout (*O. mykiss*). Coho salmon is State-listed as "endangered" and federally-listed as "threatened" and steelhead trout are federally-listed as "threatened." The Albion River estuary contains extensive eelgrass (*Zostera marina*) beds. Eelgrass is a priority habitat for conservation in California¹, may not be cut or disturbed (14 California Code of Regulations section 30.10), and is considered Essential Fish Habitat pursuant to the Magnuson-Stevens Fishery Conservation and Management Act.

FGC prohibits the destruction of active bird nests (FGC sections 3503, 3503.5 and 3513). The existing bridge, and vegetation within the Project area, provide potential nesting habitat for a variety of avian species. Vegetation removal and other site preparation activities with the potential to impact nesting birds should be conducted after August 15 and before February 1. If construction activities or vegetation removal will occur during the breeding season (February 1 through August 15), a qualified biologist should conduct surveys for active nests. Survey results should be submitted to CDFW for review.

The existing bridge may also provide roosting habitat for bat species². Surveys for bats should be conducted by a qualified bat biologist. The proposed survey protocol and survey results should be submitted to CDFW for review and concurrence.

Based on California Natural Diversity Database (CNDDB) occurrences, several special status plant species have the potential to occur within or near the Project area.

¹ http://www.westcoast.fisheries.noaa.gov/habitat/habitat_types/seagrass_info/california_eelgrass.html

² Erickson, Gregg A., et al. 2002. Bat and Bridges Technical Bulletin (Hitchhiker Guide to Bat Roosts), California Department of Transportation, Sacramento CA.

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California Department of Transportation, District 3
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These species include Blasdale's bent grass (*Agrostis blasdalei*), coastal bluff morning-glory (*Calystegia purpurata* ssp. *saxicola*), swamp harebell (*Campanula californica*), Mendocino Coast paintbrush (*Castilleja mendocinensis*), short-leaved evax (*Hesperis matronalis* var. *brevifolia*), Baker's goldfields (*Lasthenia californica* ssp. *bakeri*), perennial goldfields (*Lasthenia californica* ssp. *macrantha*), great burnet (*Sanguisorba officinalis*), and Point Reyes checkerbloom (*Sidalcea calycosa* ssp. *rhizomata*). In addition, CNDDDB identifies a wetland upstream from the Project area. Surveys for rare plants and special status natural communities should be conducted following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities*.³

The DEIR should thoroughly address potential direct and indirect Project impacts to sensitive and protected fish, wildlife, and plant species, as well as natural communities such as wetlands. Effective and specific avoidance, minimization and/or mitigation measures should be included. Mitigation measures should be developed in consultation with CDFW.

Potential Impacts to the Albion River

Three preliminary bridge replacement design alternatives have been presented by the Lead Agency (single arch, double arch and haunch). In order to reduce potential impacts to the Albion River during and after Project implementation, CDFW recommends selecting a design that fully spans the Albion River, without placing bridge footings or other infrastructure within or near the active channel. The current single arch design alternative meets this desired specification. The DEIR should select the single arch design, or develop additional project alternatives with designs that support CDFW's interest in excluding footings and other structural elements from being placed within or near the active channel area.

The Project as proposed will most likely require a Lake or Streambed Alteration Agreement (LSAA), pursuant to section 1600 *et seq.* of the FGC. The DEIR should fully identify all Project components, temporary or permanent, with the potential to impact riparian resources or the bed, bank, or channel of the stream, and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSAA. This includes construction of temporary roads, stream crossings, and any other temporary Project elements.

Toxic Substances

Focused investigations have determined that arsenic, chromium and lead are present at the bridge site. The Lead Agency has referred its investigation results to the Department of Toxic Substances Control (DTSC) and submitted an application for oversight. CDFW supports the Lead Agency's intention to follow DTSC's direction regarding future investigations and remedial activities

³ https://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols_for_Surveying_and_Evaluating_Impacts.pdf

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needed in order to avoid, minimize, or mitigate future or continued release of toxic substances near the mouth of the Albion River. Continued release of toxic substances from the existing bridge could contribute to cumulative impacts to listed salmonid species and other aquatic species. The DEIR should include specific measures aimed at addressing this potential impact to plant, fish and wildlife resources.

Recommendations

For the protection of fish, wildlife and plant resources and their habitats, CDFW recommends that the following concerns be fully addressed in the DEIR:

1. A complete assessment of the flora and fauna within and adjacent to the Project area should be conducted, with particular emphasis upon identifying special status species including rare, threatened, and endangered species. This assessment should also address rare natural communities and wetlands. The assessment area for the Project should be large enough to encompass areas potentially subject to both direct and indirect Project effects for all permanent and temporary Project components. Both the Project footprint and the assessment area (if different) should be clearly defined and disclosed in the DEIR.
2. The DEIR should include a suite of specific measures which avoid potential impacts to sensitive aquatic resources such as listed salmonids and eelgrass beds.
3. In order to comply with FGC, vegetation removal and other site preparation activities with the potential to impact nesting birds should be conducted after August 15 and before February 1. If construction activities or vegetation removal will occur during the breeding season (February 1- August 15), a qualified biologist should conduct surveys for nesting birds. Survey results should be sent to CDFW for review. The DEIR should evaluate and address potential Project-related impacts to nesting birds, and should include avoidance, mitigation and minimization measures as needed.
4. Surveys for roosting bats should be conducted. The DEIR should evaluate and address potential Project-related impacts to bat species and should include specific measures to avoid, minimize or mitigate for these impacts as necessary.
5. In order to reduce potential impacts to the Albion River during and after project implementation, CDFW recommends selection of the single arch bridge design or development of additional project alternatives with designs that support CDFW's interest in excluding footings and other structural elements within or near the active channel.

Ms. Adele Pommerenck
California Department of Transportation, District 3
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If you have questions or comments regarding this matter, please contact
Environmental Scientist Angela Liebenberg at (707) 964-4830, or by email at
angela.liebenberg@wildlife.ca.gov.

ec: Mss. Sandra Rosas and Jennifer Osmondson
Messrs. Frank Demling and Phil Frisbie, Jr.
California Department of Transportation – District 1
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from Voice Phone 1-800-735-2922

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May 7, 2015

File Ref: SCH # 2015042016

Adele Pommerenck
Environmental Branch Chief
Caltrans District 3
Office of Environmental Management
703 B Street, Marysville, CA 95901

**Subject: Notice of Preparation (NOP) for an Environmental Impact Report (EIR)
for Albion River Bridge Rehabilitation/Replacement Project, Mendocino
County**

Dear Ms. Pommerenck:

The California State Lands Commission (CSLC) staff has reviewed the subject NOP for an EIR for the Albion River Bridge Rehabilitation/Replacement Project (Project), which is being prepared by Caltrans. Caltrans, as a public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The CSLC is a trustee agency for projects that could directly or indirectly affect sovereign lands and their accompanying Public Trust resources or uses. Additionally, because the Project involves work on sovereign lands, the CSLC will act as a responsible agency. CSLC staff requests that Caltrans consult with us on preparation of the draft EIR as required by CEQA section 21153, subdivision (a), and the State CEQA Guidelines section 15086, subdivisions (a)(1) and (a)(2).

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of

all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

The Project is located on State Route 1 in Mendocino County from post mile 43.3 to 44.2, near the town of Albion. After review of the information contained in the NOP, CSLC staff has determined the Albion River, over which the proposed Project will extend, includes State-owned sovereign land, as specified above. The CSLC has previously approved a right-of-way permit (No. PRC 342.9) for the Project location. Based on the information provided, CSLC staff cannot determine whether the proposed bridge Project will expand the bridge from the existing permit right-of-way. If the proposed Project expands the bridge from the existing permit right-of-way, an application and CSLC authorization will be required. Please contact the Public Land Management Specialist listed at the end of this letter for further information on the existing permit and application requirements.

Please also be advised that promotion of public access to and use of California's navigable waters is a mandate of the California Constitution (Article 10, Section 4), a condition of statehood in the Act of Admission (Vol. 9, Statutes at Large, page 452) and a responsibility of state agencies pursuant to the Public Trust Doctrine, and in this case the Legislature has provided for a process to be followed regarding promoting access at bridge sites in the California Streets and Highways Code (Section 84.5). During the design hearing process and prior to CSLC consideration of a project, Caltrans is required to give "full consideration of, and a report on, the feasibility of providing a means of public access to the navigable river for recreational purposes."

Project Description

Caltrans proposes to replace or rehabilitate the Albion River Bridge to ensure that the bridge meets the standards for shoulders and guardrails.

From the Project Description, CSLC staff understands that the Project would include the following components:

- Bridge Widening. The proposed replacement alternatives for the bridge would include two 12-foot travel lanes, two 8-foot shoulders, and a 6-foot pedestrian walkway with a barrier. Two 4-foot shoulders would be proposed for the roadway approaching the bridge.
- Wheelchair Access. The replacement alternatives also include Americans with Disabilities Act improvements, including asphalt concrete overlays, and new structural sections where the vertical profile is raised or lowered to accommodate improved vertical curvature.
- Pedestrian Access. The replacement alternatives provide paved access from the east-side and west-side pedestrian walkways to the roadway shoulder.

- **Rehabilitation Alternatives.** The rehabilitation alternatives propose to upgrade the bridge rails, widen the bridge in addition to upgrading the bridge rails, or rehabilitate the bridge as a pedestrian bridge and construct a new bridge for vehicle traffic either to the east or west of the existing bridge.

Caltrans did not identify an environmentally superior alternative in the NOP.

Environmental Review

CSLC staff requests that Caltrans consider the following comments when preparing the EIR.

General Comments

1. **Project Description:** A thorough and complete Project Description should be included in the EIR in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives. The Project Description should be as precise as possible in describing the details of all allowable activities (e.g., types of equipment or methods that may be used, maximum area of impact, seasonal work windows, locations for material disposal, etc.), as well as the details of the timing and length of activities. Please include the specific methods to be used for bridge construction over the Albion River, including how the bridge foundations would be constructed on the riverbanks and where staging areas would be located. Please also thoroughly describe any best practices used by Caltrans to prevent the release of hazardous materials into the environment during bridge demolition and construction of the new bridge. Thorough descriptions will facilitate CSLC staff's determination of the extent and locations of its leasing jurisdiction, make for a more robust analysis of the work that may be performed, and minimize the potential for subsequent environmental analysis to be required.

Biological Resources

2. **Special-Status Species:** The EIR should disclose and analyze all potentially significant effects on sensitive species and habitats in and around the Project area, including special-status wildlife, fish, and plants, and if appropriate, identify feasible mitigation measures to reduce those impacts. Caltrans should conduct queries of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) and U.S. Fish and Wildlife Service's (USFWS) Special Status Species Database to identify any special-status plant or wildlife species that may occur in the Project area. The EIR should also include a discussion of consultation with the CDFW and USFWS, including any recommended mitigation measures and potentially required permits identified by these agencies.
3. **Construction Noise:** The EIR should also evaluate noise and vibration impacts on fish and birds from construction of the new bridge, demolition of the existing bridge and construction of rehabilitation alternatives on the existing bridge, particularly work involving the new bridge foundations near the Albion River. Mitigation measures could include species-specific work windows as defined by CDFW, USFWS, and the

National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS). Again, staff recommends early consultation with these agencies to minimize the impacts of the Project on sensitive species.

Climate Change

4. Greenhouse Gases: A greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (Assembly Bill [AB] 32) and required by the State CEQA Guidelines should be included in the EIR. This analysis should identify a threshold for significance for GHG emissions, calculate the level of GHGs that will be emitted as a result of construction of the Project, determine the significance of the impacts of those emissions, and, if impacts are significant, identify mitigation measures that would reduce them to the extent feasible. For the proposed Project, please assess the GHG emissions associated with construction of a new bridge, rehabilitation of the existing bridge, and demolition of the existing bridge. The Mendocino County Air Quality Management District may be a valuable resource for determining appropriate significance thresholds for GHG emissions.
5. Sea Level Rise: A tremendous amount of state-owned lands and resources under the Commission's jurisdiction will be impacted by rising sea levels. With this in mind, Caltrans should consider assessing how sea level rise would impact the proposed bridge, and how construction of the Project combined with sea level rise would affect all environmental resource categories in the EIR. Because of their nature and location, sovereign lands and resources are already vulnerable to a range of natural events, such as storms and extreme high tides. Note that the State of California released the final "Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy" (Safeguarding Plan) on July 31, 2014, to provide policy guidance for state decision-makers as part of continuing efforts to prepare for climate risks. The Safeguarding Plan sets forth "actions needed" to safeguard ocean and coastal ecosystems and resources as part of its policy recommendations for state decision-makers.

In addition, at its meeting on December 17, 2009, the CSLC approved the recommendations made in a previously requested staff report, "A Report on Sea Level Rise Preparedness" (Report), which assessed the degree to which the CSLC's grantees and lessees have considered the eventual effects of sea level rise on facilities located within the CSLC's jurisdiction. (The Report can be found on the CSLC's website, www.slc.ca.gov.) One of the Report's recommendations directs CSLC staff to consider the effects of sea level rise on hydrology, soils, geology, transportation, recreation, and other resource categories in all environmental determinations associated with CSLC leases. When considering lease applications, CSLC staff will (1) request information from applicants concerning the potential effects of sea level rise on their proposed projects, (2) if applicable, require applicants to indicate how they plan to address sea level rise and what adaptation strategies are planned during the projected life of their projects, and (3) where appropriate, recommend project modifications that would eliminate or reduce

potentially adverse impacts from sea level rise, including adverse impacts on public access.

Cultural Resources

6. Submerged Resources: The EIR should evaluate potential impacts to submerged cultural resources in the Albion River near the Project area. The CSLC maintains a shipwrecks database that can assist with this analysis. CSLC staff requests that Caltrans contact Assistant Chief Counsel Pam Griggs (see contact information below) to obtain shipwrecks data from the database and CSLC records for the Project site. The database includes known and potential vessels located on the State's tide and submerged lands; however, the locations of many shipwrecks remain unknown. Please note that any submerged archaeological site or submerged historic resource that has remained in State waters for more than 50 years is presumed to be significant. Because of this possibility, please add a mitigation measure requiring that in the event cultural resources are discovered during any construction activities, Project personnel shall halt all activities in the immediate area and notify a qualified archaeologist to determine the appropriate course of action.
7. Title to Resources: The EIR should also mention that the title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the CSLC (Pub. Resources Code, § 6313). CSLC staff requests that Caltrans consult with Assistant Chief Counsel Pam Griggs (see contact information below), should any cultural resources on state lands be discovered during construction of the proposed Project.

Recreation

8. Public Access: The EIR should include a section describing the potential for the Project to affect recreational uses and public access to the subject waterway, particularly in light of the Project's construction schedule. The EIR should discuss the recreational uses and access points in the Project vicinity, whether and to what extent these uses would be disrupted by the Project, and what, if any measures could be implemented to reduce the impacts. This discussion should also identify any safety measures Caltrans will put in place to ensure public safety for recreation activities. Measures could include a public notice and Project area signage provided in advance of the Project, notifying the public of any disruptions or creation of alternate access points or use areas.

Pursuant to Section 84.5 of California Streets and Highways Code, during the design hearing process, full consideration of, and a report on, the feasibility of providing public access to the subject waterway is required to be provided. The report should consider the following:

- An assessment of public access needs at the Project location, in addition to a benefit analysis of public access alternatives;
- A description of existing public access points and facilities in the Project vicinity, including the existing condition of these resources and entity responsible for maintenance;
- An assessment of existing constraints and hazards that could make on-site public access infeasible;
- A feasibility assessment of proposed on-site public access infrastructure, such as construction of trails, stairs, parking areas, trash cans, restrooms, etc.;
- If on-site public access is infeasible, a feasibility assessment of alternatives, such as improving existing public access in the Project vicinity or creating new public access points that could provide a means to access the subject waterway within the Project vicinity; and
- A conclusion on the feasibility of providing a means for public access.

If the report determines that public access is feasible, the EIR must reflect how public access improvements will be incorporated into the Project. Planning for preparation of the report should occur during the earliest stages of Project planning, and the report should be used to support the environmental impact analysis of the EIR. Because the CSLC is acting as a responsible agency for purposes of its approval consideration, CSLC staff will need to rely on the EIR certified by the lead agency, Caltrans, to make a recommendation to the Commission on the Project. The EIR should, therefore, include the requested analysis on feasibility of providing public access to avoid delays with CSLC's processing of the right-of-way application.

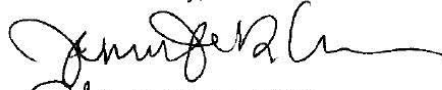
Mitigation

9. Deferred Mitigation: In order to avoid the improper deferral of mitigation, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, §15126.4, subd. (b)).

Thank you for the opportunity to comment on the NOP for the Project. As a trustee and responsible agency, CSLC staff requests that you consult with us on this Project and keep us advised of changes to the Project description and all other important developments. Please send additional information on the Project to the CSLC staff listed below as the EIR is being prepared.

Please refer questions concerning environmental review to Holly Wyer, Environmental Scientist, at (916) 574-2399 or via e-mail at Holly.Wyer@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Assistant Chief Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact Beverly Terry, (Public Land Management Specialist), at (916) 574-0343, or via email at Beverly.Terry@slc.ca.gov.

Sincerely,



Foley R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research

H. Wyer, CSLC

B. Terry, CSLC

J. Frey, CSLC

P. Griggs, CSLC



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

West Coast Region
777 Sonoma Avenue, Room 325
Santa Rosa, California 95404-4731

April 27, 2015

Adele Pommerenck
California State Transportation Agency
Department of Transportation, District 3
703 B Street
Marysville, California 95901

Dear Ms. Pommerenck,

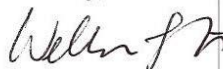
Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Albion River Bridge Rehabilitation/Replacement Project on State Route 1 in Mendocino County. NOAA's National Marine Fisheries Service (NMFS) has reviewed the NOP materials sent by your office via letter dated April 1, 2015, and participated in the Informal Public Agency Scoping Meeting hosted by your agency on April 15, 2015. Based on the NOP, NMFS understands that the California Department of Transportation (Caltrans) is considering seven alternatives that are comprised of three Replacement Alternatives, three Rehabilitation Alternatives, and a No Build Alternative.

The Albion River is located within the range of federal Endangered Species Act (ESA) listed salmonids and habitat under the jurisdiction of NMFS. Specifically, endangered Central California Coast coho salmon (*Oncorhynchus kisutch*), threatened Northern California steelhead (*O. mykiss*), and threatened California Coastal Chinook salmon (*O. tshawytscha*) occur or have the potential to occur within the Albion River. Additionally, designated critical habitat for these species occurs within the proposed project reach, and the site also supports Essential Fish Habitat (EFH) for various life stages of fish managed under the Pacific Coast Salmon Fishery Management Plan, pursuant to section 305(b) of the Magnuson-Stevens Fisheries Conservation and Management Act (MSA). Given these sensitive resources, NMFS expects the proposed project will be designed in such a way as to avoid, minimize, and mitigate impacts to ESA listed species, their designated critical habitat, and EFH, and, if possible, improve existing conditions for these resources. Depending on the project design and methods used for construction, consultation pursuant to section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 *et seq.*) and EFH consultation pursuant to the Management Act (MSA) would be expected.



NMFS appreciates Caltrans' early coordination on this project and recommends continued ongoing coordination during the development of the project design. Please contact Darren Howe of my staff at 707-575-3152 or darren.howe@noaa.gov if you have questions regarding these comments.

Sincerely,


for

Alecia Van Atta
Acting Assistant Regional Administrator
California Coastal Office

Copy to ARN File # 151422WCR2015SR00125
Copy to Chron File

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eleventh District

U.S. Coast Guard Island,
Building 50-2
Alameda, CA 94501-5100
Staff Symbol: (dpw)
Phone: (510) 437-3514
Fax: (510) 437-5836

16591
Albion River (0.25)
April 16, 2015

California Department of Transportation , District 3
Office of Environmental Planning
Attn: Liza Walker
703 B Street.
Marysville, CA 95901

Dear Ms. Walker:

The Coast Guard attended the interagency scoping meeting at Ukiah, CA on April 15, 2015 to discuss the proposed replacement of the California Highway 1 Bridge, mile 0.25, over the Albion River, in Albion, Mendocino County, California.

The General Bridge Act of 1946 requires the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U. S. Coast Guard prior to commencing construction. The Albion River is considered to be a navigable waterway of the United States for bridge administration purposes at the bridge site.

Applications for bridge permits should be addressed to Commander (dpw), Eleventh Coast Guard District, 50-2, Coast Guard Island, Alameda, CA 94501-5100, Attention: Bridge Section. The application must be supported by sufficient information to permit a thorough assessment of the impact of the bridge and its immediate approaches on the environment. A Coast Guard Bridge Permit Application Guide is available on-line at:
http://www.uscg.mil/hq/cg5/cg551/CP_16591_3C.pdf.

We recommend the impacts of constructing cofferdams, sand islands, and falsework bents, etc., proposed for the construction of the bridge and demolition of the existing, to be replaced bridge, be discussed. The Environmental Assessment (EA) should also contain data on the number, size and types of vessels currently using the waterway. This information should be compared with past and projected future trends on the use of the waterway.


We agree to serve as a Cooperating Agency for the project from a navigational standpoint. We should be given the opportunity to review and comment on the Draft EA and be consulted before a decision is made to prepare a FONSI in lieu of an EIS. Our review and determination on the vertical and horizontal navigational clearance requirements for waterway traffic will be coordinated with your office.

If the existing, to be replaced bridge is eligible for the National Register of Historic Places, a Guidance Memorandum signed by the Federal Highway Administration and the Coast Guard requires the preparation of an Environmental Impact Statement (EIS) for demolition of a historic bridge unless the structure is not considered important for preservation. Documentation and coordination beyond Section 106 requirements are necessary in order for us to accept a FONSI for such projects.

16591
April 16, 2012

We appreciate the opportunity to comment on the project in this early stage. Please contact Carl Hausner, Project Manager, at (510) 437-3515 if you have questions regarding our comments or requirements.

Sincerely,



DAVID H. SULOUFF
Chief, Bridge Section
Eleventh Coast Guard District
By direction of the District Commander

Copy: USACE, San Francisco District
USCG Sector San Francisco, Waterways

Walker, Liza M@DOT

From: Sulouff, David H CIV [David.H.Sulouff@uscg.mil]
Sent: Tuesday, April 14, 2015 10:19 AM
To: Walker, Liza M@DOT
Cc: Hausner, Carl T CIV
Subject: PROPOSED ALBION RIVER, HWY 1 BRIDGE REPLACEMENT
Attachments: NOP - Albion River Bridge.pdf

Liza:

I will not be able to attend for the USCG. Mr. Carl Hausner is the USCG Project Manager and will be attending the scoping meeting on 4/15/2015.

It may be important to mention at this early stage, since Caltrans is functioning as Lead Federal Agency for NEPA, on behalf of FHWA, a NEPA document will be required. As a Federal Cooperating Agency for the project under NEPA, the USCG (and others) will need to see a Draft EA leading to an EIS or FONSI and a CEQA document will not suffice. We will most likely not provide comments on the draft CEQA Document.

Section 9 of the River & Harbor Act of 1899 (Bridge Permitting), has been superseded by the General Bridge Act of 1946, as amended. Please update the draft NEPA/CEQA documents as appropriate.

Please make a note or pass along to the appropriate person for this project.

Thanks,
David

Commander, Eleventh Coast Guard District (dpw)
Attn: David H. Sulouff, Bridge Administrator Bldg 50-2, Coast Guard Island Alameda, CA
94501

(510) 437-3516 Office
(510) 219-4366 Cel
(510) 437-5836 Fax
David.H.Sulouff@uscg.mil

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Walker, Liza M@DOT

From: Hausner, Carl T CIV [Carl.T.Hausner@uscg.mil]
Sent: Monday, April 20, 2015 9:42 AM
To: Walker, Liza M@DOT
Subject: Replacement CA RT 1 Bridge Albion River
Attachments: 2015-04-16_LTR_Scoping_NEPA_AlbionRiver.pdf

Liza,

Thanks for the opportunity to address the interagency group concerning the subject project.

One correction from a point I made at the meeting. If Caltrans, or whomever Caltrans transfers ownership to, intends to keep the existing bridge, it WILL NOT require a Coast Guard Permit Amendment. The Coast Guard will change the use of the bridge and its owner but no permit amendment will be necessary. The existing bridge is already permitted.

Please note the paragraph in the attached letter concerning the level of environmental documentation required if certain sec 106 criteria is met.

Please Note:

Demolition of an historic bridge will require the preparation of an EIS unless the bridge is not considered important for preservation. Acceptable documentation to show importance could include any of the following:

(1) The bridge is not identified on a completed historic bridge inventory approved by the State Historic Preservation Officer (SHPO) as a bridge important for preservation.

(2) The bridge is not identified as important for preservation in a state historic bridge preservation plan approved by the SHPO.

(3) An evaluation is performed by the Coast Guard or the Federal Highway Administration (FHWA), as appropriate, in consultation with the SHPO. The FHWA shall coordinate this evaluation with the Coast Guard on projects requiring bridge permits pursuant to the Memorandum of Understanding (MOU) dated 1981. This evaluation should identify similar types of historic bridges and conclude that demolition of the bridge in question will not cause a substantial depletion of the resource. If the Coast Guard or the FHWA, as appropriate, in consultation with the SHPO, judges that an historic bridge is not important for preservation for reasons of its relationship to other similar bridge resources, then the proper NEPA documentation for the demolition of the bridge could be other than an EIS. The supporting environmental documentation would then refer to the appropriate category of information listed above.

Let me know if you have any questions.

Thanks,

v/r,

Carl Hausner
Bridge Management Specialist
Eleventh Coast Guard District
510-437-3515 Office
510-437-5836 Fax
Carl.T.Hausner@uscg.mil

From: [Pommerenck, Adele@DOT](mailto:Pommerenck_Adele@DOT)
To: [Walker, Liza M@DOT](mailto:Walker_Liza_M@DOT)
Subject: FW: albion bridge
Date: Saturday, July 25, 2015 3:42:58 PM

-----Original Message-----

From: [REDACTED]
Sent: Monday, April 13, 2015 8:40 PM
To: Pommerenck, Adele@DOT
Cc: carol clary
Subject: albion bridge

greetings, i favor the alternative of retention of the present bridge with proper maintenance including a new road surface. my opinion is largely based on the only public analysis of the bridge. it was done by a registered engineer who is internationally recognized as an expert on bridge structures. the need for a wider structure is an absurd argument when considering the the width of route 1 on either side for miles. this bridge has a high rating in comparison with most bridges under dot responsibility and thus should not be on a high priority list.

[REDACTED], mendocino, ca 95460 [REDACTED]

From: Pommerenck_Adele@DOT
To: Walker_Liza_M@DOT
Subject: FW: Albion Bridge
Date: Friday, June 26, 2015 11:56:12 AM

From: [REDACTED]
Sent: Wednesday, May 06, 2015 11:26 PM
To: Pommerenck, Adele@DOT
Subject: Albion Bridge

At the scoping meeting regarding the Albion Bridge project, held at the Albion School on April 14, 2015, I only heard one environmental topic discussed in detail. That was a report on some of the state's findings on the presence of chemicals

(wood preservatives) which were found in the area below the bridge's support timbers. This area does not relate to any drinking water or other consumption use. When considering the rehabilitation options for the project, I would like to suggest that: (1) the timbers could be sealed to prevent chemical release, and (2) structures could be put in place at the base of the timbers to further contain any escaping chemicals. I believe that these two steps being included in rehabilitation would still result in less expense than replacing the bridge and probably would be more economical than disposing of the dismantled timbers containing the chemicals.

The hidden environmental costs of any activity should always be analyzed. What are the many effects of producing, shipping, and installing NEW parts to replace the bridge versus those same effects for the parts, shipping, and installation required to rehabilitate.

Thanks,

[REDACTED]
Elk, CA 95432
[REDACTED]

From: [Pommerenck, Adele@DOT](mailto:Pommerenck_Adele@DOT)
To: [Walker, Liza M@DOT](mailto:Walker_Liza_M@DOT)
Subject: FW: Albion Bridge- please renovate
Date: Friday, June 26, 2015 11:06:50 AM

From: [REDACTED]
Sent: Thursday, April 23, 2015 7:38 AM
To: Pommerenck, Adele@DOT
Subject: Albion Bridge- please renovate

Hi Adele,

With the new option on the table, renovate or replace, I'd like to encourage Caltrans to renovate.

The toxic materials used on virtually all components of the bridge should not be handled, transported, then buried.

I love history, and the Albion River Bridge is a beautiful example of civil engineering which combines form and function so harmoniously.

Let's be proud of this amazing bridge and save it for my granddaughters to enjoy!

Many thanks,

[REDACTED]
Mendocino resident

From: [Pommerenck, Adele@DOT](mailto:Pommerenck_Adele@DOT)
To: [Walker, Liza M@DOT](mailto:Walker_Liza_M@DOT)
Subject: FW: Albion Riveer Bridge
Date: Saturday, August 22, 2015 5:40:11 PM

FYI

From: [REDACTED]
Sent: Thursday, April 30, 2015 11:06 AM
To: Pommerenck, Adele@DOT
Subject: Albion Riveer Bridge

Please note me as in favor of keeping and restoring the Albion River Bridge. Much of the rich history the North Coast of CA has been preserved and the bridge is worthy of being saved as an important part of our past history. Thank you, [REDACTED]

From: [Pommerenck, Adele@DOT](mailto:Pommerenck_Adele@DOT)
To: [Walker, Liza M@DOT](mailto:Walker_Liza_M@DOT)
Subject: FW: Albion River Bridge
Date: Friday, June 26, 2015 11:53:27 AM

From: [REDACTED]
Sent: Wednesday, May 06, 2015 6:08 PM
To: Pommerenck, Adele@DOT
Cc: Norman de Vall; info@rcwa.us; Merrill, Bob@Coastal; Linda Perkins
Subject: Albion River Bridge

To: CalTrans
Fr: [REDACTED]
Re: Albion River Bridge

Dear Ms. Pommerenck,

Please add my name to those supporting the preservation of the existing Albion River Bridge on Highway 1, Mendocino County.

Despite its short-comings the Bridge stands alone as one of beauty equalling those on the Big Sur coast.

We know from experience (and appeals to the California Coastal Commission) that CalTrans CAN do better and on behalf of those who recognize its beauty it should be preserved.

Sincerely,

[REDACTED]
Mendocino County Board of Supervisors - ret.

From: [Pommerenck, Adele@DOT](mailto:Pommerenck,Adele@DOT)
To: Walker, Liza M@DOT
Subject: FW: Comments: Albion River Bridge Rehabilitation/Replacement Project
Date: Friday, June 26, 2015 11:08:22 AM

From: [REDACTED]
Sent: Wednesday, May 06, 2015 3:07 PM
To: Pommerenck, Adele@DOT
Subject: Comments: Albion River Bridge Rehabilitation/Replacement Project

Albion River Bridge Rehabilitation/Replacement Project Notice of Preparation Scoping Meetings

Albion, California 95410

Comments:

We have many concerns.
We have lived insight of the Albion River Bridge for over 20 years.
The Albion River Bridge is the Heart and Soul of our community.
Demolition by neglect. Why hasn't the integrity of the Albion

River Bridge been maintained by Caltrans?

The Albion River Bridge is over 70 years old. It was deemed in need of Seismic Retrofit in 1971 and it was not done saying they would build a new bridge for 13 million dollars. Now they say 50 million to build a new bridge.4 times in the 44 years it has been on the list for Seismic Retrofit, not done. The roadbed was last repaved 16 years ago .Demolition by neglect.

The Albion Bridge has endeared it's self to the community. It has great historical significance. The paperwork has been submitted for Historical Landmark designation.

We are a rural, scenic community. Environmentally sacred. We depend on campers, tourists, fishing for our livelihoods. The Albion River is designated Wild and Scenic.

Caltrans has not demonstrated that the bridge needs to be replaced. The impact of replacing the Albion River Bridge would be devastating to our community.
Please rehabilitate the existing bridge.

We have signed the comments made by the Albion Community Advisory Board and agree with everything they have presented.

**Albion River Watershed Protection Association/
Friends of Salmon Creek
PO Box 661
Albion CA 95410**

May 6, 2015

To: Ms. Adele Pommerenck
California Department of Transportation, District 3
703 B Street
Marysville, California 95901
Adele.Pommerenck@dot.ca.gov

Notice of Preparation for the Albion River Bridge Replacement/Rehabilitation Project on
State Route 1 Mendocino County, California

Dear Ms. Pommerenck:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the Albion River Bridge Rehabilitation/Replacement Project, State Clearinghouse #2015042016 from CalTrans. (Project No. 10-0136)

Albion River Watershed Protection Association/Friends of Salmon Creek's ("ARWPA's") primary concerns involve potential impacts to:

~ two salmonid species – coho and steelhead – are both found in the Albion River. Both are federally-listed as "threatened", and coho state-listed as "endangered". All three year-classes of coho are present and are uncontaminated by hatchery stock. These fish are critical to the recovery of coho in Mendocino County and should be considered a *genetic refugia*.

~ other aquatic resources including the Albion estuary's extensive eelgrass (*Zostera marina*) beds. Eelgrass beds are an important and sensitive estuarine resource for invertebrates for which it provides a substrate, and for fisheries, including salmonids, for which it is critical habitat for foraging, growth, smoltification, and predator escape. Eelgrass is particularly sensitive to elevated suspended sediment concentrations. Any activities associated with the project that may increase sediment levels need to be avoided, reduced to insignificance, or fully mitigated if impacts cannot be reduced to insignificance.

~ bird species, including bald eagles who have been seen hunting and roosting in the lower Albion in recent years, osprey who nest just upriver and hunt over the river and ocean, and great blue herons who have had a colony of six to eight nests for several years

on the south side of the Albion just east of Pacific Union College's field station. A variety of other bird species inhabit both the vegetation and rocks adjacent to the bridge.

The DEIR should take note that the Albion River is on the EPA's 303(d) list of waterbodies impaired by sediment. In addition, in 2003, it was designated as wild and scenic (recreational) from one-fourth mile upstream of its confluence with Deadman Gulch downstream to its mouth at the Pacific Ocean. Also noteworthy is that a multi-agency report of 1978 found the Albion estuary to be a sensitive area and recommended no further development.

~ the character of the Albion community itself. Albion has an unusual history that includes the building of the Albion Bridge during World War II using a unique method of construction that was both limited and inspired by a scarcity of wartime materials. It remains the only wooden bridge in California on a major highway. The bridge is eligible to be listed with the National Registry of Historic Places; it has now been nominated for that listing.

The Albion community is small and rural. That character needs to be reflected in any considerations relevant to the Albion Bridge project.

We believe that leaving the current bridge in place and rehabilitating it to be the best option, the one that has the greatest potential for preserving the environmental values of our river and its surrounds, and having the least impact to existing flora and fauna. Rehabilitation will have a shorter timeline than replacement, thus reducing impacts. Rehabilitation will also cause the least disturbance to the bed, banks and channel of the Albion River.

Additionally, keeping the historic bridge will help maintain the rural character of our community – shared by other rural communities along our coastline – and the unique character of the community that is typified in the Albion Bridge. It will also help maintain the beauty and tranquility that draw visitors to our area and help support a strong tourist economy.

CalTrans has separated the Albion Bridge Project in a piece-meal fashion from the Salmon Creek Bridge project and the associated widening of the highway approaches to both bridges, the culvert replacement project under Highway 1 near Navarro Ridge Road (PM 42.32), and the ½ mile of road widening on the east side of Highway 1 and railing installation on the west side of Highway 1 south of Navarro Ridge Road (PM 41.75-42.25) - all of which are currently under development by the agency.

We are told the culvert replacement alone will cost \$1 million. All of them will also involve traffic delays, noise, impacts to wildlife, to neighbors, to water quality, etc. Though they might seem simple, they are significant projects in themselves, and certainly in combination with the Salmon Creek and Albion River Bridges and highway-widening approaches projects. We believe separation of these to be a violation of the California Environmental Quality Act. CEQA requires that the EIR avoid a piece-meal approach to

projects by assessing the cumulative effects of all current, past and reasonably foreseeable probable future projects in the EIR.

We believe that the piece meal, ineffective cumulative effects assessment began with the scoping process. The Notice of Preparation should have invited comments on all of these closely related projects. We think a new scoping process needs to be undertaken with all of the above-listed projects open for comment.

Finally, the cumulative effects of straightening and widening the highway approaches and building wider bridges at both Salmon Creek and the Albion River would create a corridor lending itself to a much faster traffic flow than currently exists and would make entering the highway from a number of side roads more dangerous. It would drop an out-sized project onto our community that would create a 'freeway-like look' in this one place. It would be out of keeping not only with our immediate community and section of highway, but also with the slow, winding, rural character of the highway that currently exists for miles both north and south of Albion. Replacement and widening are out of place in our rural setting.

We therefore support a no-build alternative that would provide a seismic retrofit for the current bridge. We also suggest that the project include an evaluation of accommodating pedestrians and bicycles by modifying the catwalk beneath the bridge for their use.

Thank you for your consideration of these comments.

Sincerely,

Linda Perkins
Chair of the Steering Committee
Albion River Watershed Protection Association/Friends of Salmon Creek
1-707-937-0903

**Albion River Bridge Rehabilitation/Replacement Project
Notice of Preparation Scoping Meetings**

Name (please print) _____ E-mail/Phone# _____
Address (home) _____ City Albion State CA Zip Code 95410
Authorized Representative (name of organization or agency) _____

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS _____

I am particularly interested in the life cycle value analyses of the several bridge scenarios. Would like to have a contact within Caltrans who could keep me up to date as the EIR develops. I have promised the community that I could be the local resource to explain the Life Cycle and Value analyses (yes, I have some experience in this area)

Written comments may be mailed to Caltrans, Attention: Adele Pommerenck, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to adele.pommerenck@dot.ca.gov. All comments must be sent by May 7, 2015.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

From: Pommerenck_Adele@DOT
To: Walker_Liza_M@DOT
Subject: FW: Albion River Bridge / EIR public comment
Date: Friday, June 26, 2015 12:02:36 PM

[REDACTED]
Sent: Wednesday, May 06, 2015 4:30 PM
To: Pommerenck, Adele@DOT
Subject: Albion River Bridge / EIR public comment

Dear Ms. Pommerenck,

I am a professional photographer who lives on Albion Ridge Road. My business involves both commercial photography for Mendocino County inns and restaurants, and selling my fine art photography in local art galleries. My livelihood depends on being mobile and available to my clients.

Construction projects that make it difficult to conduct my business in a timely manner are naturally of concern. Whether my photo assignments mean going south over the Salmon Creek bridge to the Anderson Valley and the South Coast, or north over the Albion Bridge to Mendocino, Caspar, and Fort Bragg, I regularly need to cross the bridges at Albion. In short, my profession relies on the ability to travel and traffic delays would be more than an inconvenience, they would be a costly challenge for my business.

Thanks kindly for your consideration, and for submitting my comment to the record.

Yours sincerely,

[REDACTED]

[REDACTED] Albion, CA 95410

Albion River Bridge Rehabilitation/Replacement Project
Notice of Preparation Scoping Meetings

Name (please print) [REDACTED] E-mail/Phone# [REDACTED]
Address (home) [REDACTED] City Albion State Zip Code 95410
Authorized Representative (name of organization or agency) ACAB

Address (business) City State Zip Code
COMMENTS Since CALTRANS is often underestimating their project cost overruns, we are concerned that the estimated cost of replacement does not accurately reflect what a replacement would cost. When doing the economic feasibility studies, our concern is that these underestimates would skew the results.
Does CALTRANS have a numeric percentage of the average overrun of all their projects?
Locally, we are aware of the massive overruns of the Willets Bypass and the Bay Bridge.
Will the toxicity reports, of the land & water, dealing with the leaching of poisons be done at different times of year? I would think that the water levels & flow would have an impact on the findings.

Written comments may be mailed to Caltrans, Attention: Adele Pommerenck, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to adele.pommerenck@dot.ca.gov. All comments must be sent by May 7, 2015.

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**Albion River Bridge Rehabilitation/Replacement Project
Notice of Preparation Scoping Meetings**

Name (please print) [REDACTED] E-mail/Phone# [REDACTED]
Address (home) [REDACTED] City Albion State _____ Zip Code 95410
Authorized Representative (name of organization or agency) ACAB

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS

As there is concern that the preservations on the wood the the existing Albion bridge, is there a way to fix that so there could be little or no leaching?

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Albion River Bridge Rehabilitation/Replacement Project
Notice of Preparation Scoping Meetings

Name (last, first, middle)

E-mail/Phone#

City

Albion

State

CA

Zip Code

Elk Grove CA 95757

Authorized Representative (name of organization or agency)

Address (business)

City

State

Zip Code

COMMENTS My home is the closest to the bridge. We were told this evening the bridge is toxic. I have some very serious concerns. I ask FRANK at the public meeting 4 or 5 years ago in Mendocino if I should continue with my taking down old cottages and replacing with manufactured home. He told me yes this bridge project will take many years. So I did and now I find out it's toxic. The bridge is toxic. I have my home for sale and would like to know if in full disclosure I must tell buyers the bridge out back of my house is toxic? There is a spring behind my house on the hill I wonder if the water has been tested for toxins?



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Albion River Bridge Rehabilitation/Replacement Project
Notice of Preparation Scoping Meetings

Name (please print) [REDACTED] E-mail/Phone# [REDACTED]
Address (home) [REDACTED] City Albion State CA Zip Code 95410
Authorized Representative (name of organization or agency) N/A

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS As a 40 year resident of Albion, I am
very concerned about the future of the Albion bridge.
Listed below are my top concerns:

1. The possibility of removing a historic bridge without
considering the implications of the historic value of saving
the Albion Bridge.
2. The possible spreading of dangerous chemicals into
the Albion river and community while removing the
bridge.
3. The inconvenience of years of bridge work on our
town and probable harm to businesses in Albion.
4. The safety concerns of having the Albion Bridge
not fully usable, if the bridge was removed or in
the process of being removed.

I believe, if the bridge is safe, we should repave it
and "firm it up" and leave it for all to appreciate
and admire.

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Albion River Bridge Rehabilitation/Replacement Project
Notice of Preparation Scoping Meetings

Name (please print) [REDACTED] E-mail/Phone# [REDACTED]
Address (home) [REDACTED] ALBION State CA Zip Code 95410
Authorized Representative (name of organization or agency) 107.937.3487
Address (business) City State Zip Code
COMMENTS

Caltrans:

23 April 2015

The title of your project is "*Albion River Bridge Rehabilitation/Replacement.*"
Your presentation on April 14th included excellent visuals of all your
"**Replacement**" options" including cost estimates for each.

A token visual of at least one "**Rehabilitation**" option would have been so nice,
along with a cost estimate. This would indicate that Caltrans, at least,
acknowledges the desire of many residents of Albion to continue using the
present bridge until it actually needs to be replaced. The lack of existing bridge
visuals also contributes to a community impression that Caltrans has no
appreciation, whatsoever, for the quality of the magnificent structure that they
intend to demolish.

John R. Johansen, AIA Albion, CA

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**Albion River Bridge Rehabilitation/Replacement Project
Notice of Preparation Scoping Meetings**

Name (please print) [REDACTED] E-mail/Phone# [REDACTED]
Address (home) [REDACTED] City Albion State Ca Zip Code 95410
Authorized Representative (name of organization or agency) _____

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS _____

Keep old bridge repair bridge
w/ money's saved

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Albion River Bridge Rehabilitation/Replacement Project

Notice of Preparation Scoping Meetings

Name (please print) _____ Email/Phone _____
 Address (home) _____ City Albion State CA Zip Code 95410
 Authorized Representative (name of organization or agency) _____

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS


What impact will the construction of a new bridge have on the seismic safety of the nearby (within 1 mile + less) of the nearby houses (on the side of Albion hills), the integrity of the bluffs (on both sides) and the areas where the highway leads up to the bridge?

What companies + what laborers (union etc) will create / build the new or remodeled bridge? 1.) Who is making money on this + who is not? 2.) Who is deciding who gets the contracts - not just "lowest bid"?

How can the remodel or rebuild avoid "Bay Bridge-ism"? ^{the mass maddw/new}

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	Sierra Club, Mendocino Group P.O. Box 522 Mendocino, CA 95460
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April 14, 2015

Adele Pommerenck
Environmental Branch Chief, Caltrans District 3
Office of Environmental Management
703 B Street
Marysville, CA 95901
Adele.pommerenck@dot.ca.gov

RE: Replacement or Rehabilitation of the Albion Bridge (No. 10-0136)

Sierra Club appreciates the opportunity to present our concerns for the Scoping Meeting to be addressed in the Environmental Impact Report.

Visual Aesthetics

The bridge should be in harmony with the sections of Highway 1 south and north. As a rural scenic route Highway 1 has been restricted to two lanes. The highway should not be upgraded to a straight run between the Salmon Creek and the Albion River Bridges. The highway should continue to be sized for a rural community. All view sheds must be considered be they of residents, commuters, campers, travelers, from the campground, from the bridge, of the bridge, by the neighbors and residents moving to and fro on their daily patterns.

Agricultural and Forest Resources

The EIR should address the issue of land on either end of the project as well as land on either side of the highway that will be taken out of agricultural production. There will be disruption of Forestry Commerce because of impacts on logging truck traffic.

Air Quality

There may be toxic releases of metals during demolition and construction. These and greenhouse gas emissions from machinery use and standing vehicles including the exhausts of idling vehicles must be considered and mitigated for.

Biological Resources

Biological Resources include and are not limited to Coho Salmon, the heron rookery, butterflies, migratory birds, perch, marine mammals, invertebrates, crab, salamanders, and pelagic cormorants. In recent years one or more bald eagles have frequented the lower Albion. Wetlands plants and the near shore fisheries will be impacted. Will there be impacts to eelgrass beds? There will be impacts to flora and fauna of toxic releases

during demolition and construction as well as the general disruption of machinery. Provide a comparison of biological impacts between rehabilitation and replacement, and of east or west alignment? What will be the impact of changed drainage patterns on Albion Head wetlands? What will be the effect of excavation and erosion on the headland at the northern end of the bridge due to the geophysical limitations?

Community Impacts

There will be economic impacts to business and fishing. The loss of the campground, café, harbor, beach and river access will take an economic toll. There will be loss of recreational opportunities as well as employment. Community impacts run the gamut of time delays of traffic to limitations on Emergency Response vehicles and personnel. There will be limitations on Fire Response, not only for the Emergency Vehicles but also for Personnel getting to the Emergency Vehicles. There will potentially be impacts to Insurance rates and/or availability because of this. Where will all the workers for demolition and/or new construction be housed and where will they park their vehicles? How does the Albion Flats come into play? What will be the eventual use of Albion Flats? The Community will be heavily impacted by the noise during construction and the loss of the view shed that nourishes and inspires it.

Cultural Resources

Archaeological excavation must be done prior to demolition or construction. Any archaeological and historic resources must be protected and eventually curated in a museum. The bridge itself is a view whose loss has impact. The current bridge is compatible with the historic structures of the Victorian era and the old Albion Schoolhouse. Any new bridge should be in harmony with the existing buildings in style and building materials. What will be the impact to Albion Field Station studies and retreats? What will happen to the trail to the Flats from the North end of the bridge? Will the use of the road down to the Flats be available for river and beach visiting? How will rehabilitation vs. replacement impact the application for Historic Status? The present Albion Bridge provides a link with the past. As the last remaining wooden bridge of any size on the California coast it recalls the importance of historic timber production in Albion. The timbers used in the building of the bridge are from the decommissioned Feather River Bridge when gold production had ceased in that area. Timber was used in the bridge because at the time of its building, all available steel was used in the Second World War effort.

Hazardous Materials

There will be toxic materials released from the pillars (bents) and soil, treated wood, asphalt and paint during removal of the bridge. Where will these materials be stockpiled and/or transported? What will be the impacts to river water and all it supports from a toxic release? Please compare removal or rehab on site for arsenic soils. Leachate must be contained. Will there be sandblasting and paint containment? There will be protective clothing and gear for workers. Will the same be made available for local drivers and residents?

Hydrology and Water Quality

How will the river be diverted or protected during the project, water flow both in and out due to tidal action? Will there be a change in hydrology from headland culverts? There is a chance of pollution of the Albion head wetlands from construction and traffic. What will be the potential impacts on wetlands under the bridge and on Albion head due to stagnation?

Wild & Scenic

What are the development limitations of a Wild & Scenic designation? Will bridge replacement affect the Wild & Scenic designation?

Land Use and Planning

Compare the Local Coastal Plan (LCP) restrictions on rehabilitations and replacement. Should not the Salmon Creek Bridge and the Albion River Bridge be evaluated together for purposes of Land Use and Planning? Railing style will impact the ocean view shed. Is it possible to add a cantilevered bike path to the present bridge? The problem of the addition of a metal railing to a wooden bridge potentially can be answered with this addition. What is the impact of an increase in width on a Rural Scenic Highway designation? Please evaluate this project in relation to other projects: Salmon Creek bridge, culvert replacements, shoulder widening, etc. What will be the timing on the two bridges replacement and traffic control? What will be the land use of the Flats after construction? Please provide more detail on the northern junction of the Albion Bridge with Highway 1 and Albion -Little River Road. Has the Albion Bridge project been separated from the Salmon Creek Bridge project?

Noise

Noise will have a huge impact on residents living near the construction. Will there be pile driving? Can this be mitigated for? What about the impact of noise on local and migratory birds and other creatures? How will noise impact the businesses, the grocery store, the hardware store, the fishing, tourist camping, restaurants, hotels, livestock? Will there be work at night to disrupt residents and all the above? How will these impacts be mitigated for?

Recreation

Recreational opportunities will be limited if not eliminated for the duration of the project: camping, access for kayaks, fishing, crabbing, abalone diving, ocean access, beach and river access, dog walking.

Transportation

We expect traffic congestion for emergency vehicles and for logging trucks, as well as every other vehicle on this section of Highway 1. What will be the traffic pattern during construction? Will there be restrictions from Albion Ridge Road, from Albion-Little River Road? Will there be restrictions on emergency vehicles at night? Will there be access to the Flats during construction? Is there a possibility of a temporary bridge across the river at the Flats? There will be long delays disrupting worker commutes. There will be indirect impacts across a greater area because employees will have a hard time getting

to work. There will be a mix of heavy trucks and passenger vehicles, bicyclists and pedestrians waiting in traffic together with input from Albion Ridge Road and Albion-Little River Road, not to mention whatever is coming and going from the road to the Flats, including heavy equipment. Emergency vehicle access and movement is of very great concern.

Cumulative Impacts

Compare the projects to the south and the north. What is the timeline for construction? Will other Caltrans projects, Big River, Jack Peters Creek, etc. have traffic controls at the same time? What will be the impact of the loss of fishing opportunities on the economic picture?

Please provide an economic analysis of the lifetime cost of rehabilitation vs. replacement. This is an enormous project that will have extensive impacts to a large area. It is not a freeway, it is a Rural Scenic Highway and its character should be maintained. Every consideration should be given to alternatives to replacement of the Albion Bridge, and first among these should be the rehabilitation of the present bridge.

Sincerely,

Mary Walsh, Chair
Sierra Club Mendocino Group

Albion River Bridge Rehabilitation/Replacement Project
Notice of Preparation Scoping Meetings

Name (please print)

-mail/Phone

Address (home)

City

State

Zip Code

Authorized Representative (name of organization or agency)

Address (business)

City

State

Zip Code

COMMENTS

I would like to be on your mailing list. I also want to know when (date) the State Clearinghouse stamp occurred and what days the ^{local} newspaper articles showed up.

Why are the different proposals (photos available during scoping session) not in your final value analysis study report?

As you need to look at the cumulative effect of both bridges why do you not align the 30 day period

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May 7, 2015.

so that the public can look at the cumulative effect of both at the same time (same time line). No day's chaining!

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Albion River Bridge Rehabilitation/Replacement Project Notice of Preparation Scoping Meetings

Name (please print) Abolhassan Astaneh-Asl, Ph.D., P.E. E-mail/Phone# astanehhassan@gmail.com
(925) 935-9930
Address (home) 209 Vernal Drive City Alamo State CA Zip Code 94507

Date: May 7, 2015

COMMENTS:

Page 1 of 7

I am a Registered Professional Engineer in California (CA 48121/Exp. 6-30-2016) and hired Consultant to provide expert engineering and scientific advice to the Albion Community on the issues related to Rehabilitation/Replacement project currently being considered by Caltrans for Albion River and Salmon Creek Bridges located in the Town of Albion in Mendocino County, CA. During the last 11 months, I have studied the two bridges, have inspected them extensively and have reviewed numerous documents related to these two bridges.

Upon invitation by a number of Community members, I attended the April 14, 2015 "Environmental Scoping" meeting of the Albion River Bridge, organized by Caltrans from 6:00-8:00, to hear the Caltrans engineers and staff who made presentations and who would be answering questions and comments. The entire meeting is video- and audio-taped by the Albion Community Advisory Board. The video is posted at: <https://albioncab.wordpress.com/> and the audio is at: https://www.dropbox.com/s/xemdngi5imwyvbl/caltrans_scoping_meeting_2015-04-14.m4a

Below are my comments and observations regarding the meeting, which in my opinion could be much more efficient and useful if Caltrans had considered following the intent and spirit of the California Code of Regulations, Title 14, (CEQA Guidelines) regarding preparation of the Environmental Impact Report as required by the CEQA (California Environmental Quality Act) and why and how these scoping meeting are held.

My understanding is that these Environmental Scoping meetings are held to provide a forum for the Community members to receive accurate and factual data from the Lead Agency (in this case Caltrans) about the project (in this case about the Rehabilitation and Replacement Alternatives for the Albion River Bridge), and for the Community members and other interested individuals and agency representatives to ask questions about various alternatives being considered and make their concerns with regard to all proposed alternatives, especially with regard to environmental impact of each alternative in an atmosphere of free expression with Caltrans providing accurate data to them and answering their questions fully and accurately based on the verifiable engineering and scientific data. Following are a few

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(925) 935-9930
Address (home) 209 Vernal Drive City Alamo State CA Zip Code 94507

Page 2 of 7

observations why this meeting did not achieve that objective and therefore may have invalidated the Environmental Scoping meeting as envisioned by the California Environmental Quality Act.

1. On April 1, 2015, Caltrans sent the "Notice of Preparation of a Draft Environmental Impact Report" as required by CEQA to the Office of Planning and Research (OPR) designating itself as the "Lead Agency" on the Albion River Bridge Rehabilitation/Replacement Project asking for OPR to participate as a "Responsible Agency". The letter included very brief explanation of each of the three Rehabilitation Alternatives and the three Replacement Alternatives. The letter stated that: "A copy of the Initial Study is not attached". Not providing the Office of Planning and Research, as a Responsible Agency, with Initial Study report or any other report, yet asking the office for its response within 30 days seems unusual. It is not clear why Caltrans has chosen not to provide the Responsible Agency with Initial Study report.
2. At the April 14 scoping meeting, Caltrans made available to the attendees printed copies of two of its initial study reports on these two bridges. The two reports were "*Final Value Analysis Study Report on Salmon Creek and Albion River Bridge Replacement Projects*" Dated October 2013 and "*Project Study Report (Bridge Replacement) to Request Programming in the 2010 SHOPP*" dated August 2009. Both documents contain information primarily on the "Replacement" alternatives and not much on the "Rehabilitation" of existing bridges. Although the official letter to the Office of Planning and Research continuously states the project as Albion River Bridge Rehabilitation/Replacement Project. It is of much concern that if Caltrans could provide the background reports to the Community members, why such reports were not sent to the Responsible Agency? It appeared that even though the Office of Planning and Research was notified that a Scoping meeting will be held on April 14, 2015 in Albion on Rehabilitation/Replacement Alternatives, the actual Scoping meeting actually was organized to focus only on the Replacement Alternatives, as though a final decision has been made by Caltrans to replace the Albion River and Salmon Creek bridges. This is in contradiction to the content of the Notice of Preparation letter from Caltrans to Office of

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Page 3 of 7

Planning and Research.

3. In an e-mail to a large number of Albion Community members just four days prior to the Scoping meeting, Caltrans Project Manager, Mr. Frank Demling had stated that: “*The public scoping meeting is NOT intended as a forum to discuss the merits of the proposed project*”. Having worked with the Albion Community members closely for almost a year, in my opinion this statement seemed to have caused confusion in some Community members as to the purpose of the Scoping meeting and why they should attend the meeting if they could not discuss the merits of the project. To me, having been involved with these types of meetings for many years, it was a strange statement, and probably in violation of the intent of CEQA regarding a Scoping meeting. The question here is how you can discuss freely the environmental impact of a project with six alternatives, without discussing their merits? However, at the Scoping meeting, which was run by Mr. Demling, himself and other Caltrans staff did not follow his instructions to Community members. The main part of the meeting was dedicated to presentation by Caltrans of the hazardous condition of the treated timber in the existing bridge casting a scary shadow on the viability of rehabilitating the existing bridge without mentioning any environmental hazardous impact of the replacement alternatives. Upon questioning the data presented it turned out that actually only the negative parts of the data was presented (such as the sand under the bridge being contaminated with arsenic) but not the positive data (such as the underground water not having any arsenic contamination). This selective presentation of scientific data by Caltrans geologist to Community members is totally unacceptable and violates the intent and wording of the California Environmental Quality Act, as well the public expectation that they be provided by complete and accurate data, especially when it is provided by the “Lead Agency” of a project (in this case Caltrans) in the context of the requirements of the CEQA.

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Page 4 of 7

4. The above two Caltrans reports dated 2013 and 2009 distributed at the Scoping meeting has many statements that say there are structural problems with these two bridges. No supporting data is provided for such statements and apparently none exists. The statement, not supported by the data or by the facts at the sites, is used to justify replacement options. No information that shows actual condition of the existing bridges was provided to public. This is in violation of the intent of holding Scoping meetings which is to provide public factual data on all alternatives and let them comment freely on each alternative and its environmental impact.

It turns out that almost all of the information contained in the two reports stating that there are structural problems with the bridge have no basis in the fact and are in contradiction with the latest official 2014-Routine Inspections, 2014-Fracture Critical Inspection, and the 2014 Load Rating Data, all prepared, signed and stamped by a Caltrans Registered Professional Engineer. Furthermore, the National Bridge Inventory (NBI) data sheets for these two bridges, compiled by the FHWA, using the above-mentioned inspection reports, also contradicts the statements on structural problems of these two bridges as contained in the above two reports provided by Caltrans to public and Community members as the current condition of the two bridges. Again, as mentioned earlier, release of incomplete, inaccurate, selective and erroneous data to public in the context of procedures to fulfil the requirements of the California Environmental Quality Act is unacceptable from any source, particularly from the "Lead Agency" (Caltrans) in charge of preparing the Environmental Impact Report. Some example of knowingly incorrect data given to Public and the Community during the Scoping meeting is:

- a. Caltrans report "Final Value Analysis... -2013" distributed at Scoping meeting states that Salmon Creek Bridge has a sufficiency rating of 49.7/100. This is incorrect. The Sufficiency Rating for the Salmon Creek Bridge reported in the [FHWA National Bridge Inventory \(NBI\) data sheet](#) is 53.8/100. This may not seem a significant deviation but aside from the fact that the number provided to the Albion Community members by Caltrans is incorrect, one should note that FHWA considers bridges with

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Sufficiency Rating less than 50/100 eligible for replacement. So sufficiency rating of 49.7/100 can justify replacement while the correct rating of 53.8/100 would not.

b. Caltrans report “ Final Value Analysis... -2013) distributed at Scoping meeting states that the Albion River Bridge has a sufficiency rating of 68.2/100 which is old rating and no longer valid. The Sufficiency Rating for Albion River Bridge in the [FHWA National Bridge Inventory \(NBI\) data sheet](#) is 74.8/100, a very high rating. The NBI data sheet under structural condition states that the condition of both the Superstructure (i.e. the structure above the foundations) and the Substructure (i.e. foundations) of Albion River Bridge is “Satisfactory Condition”. The condition of the timber deck in the NBI data sheet for Albion River Bridge is stated as “Fair Condition”. The 2014 tests of timber deck by independent laboratory hired by Caltrans indicated that the deck is in “good condition”.

The “Fair” rating for the deck in the NBI data sheet most likely is based on the incorrect statements by the Caltrans in the Routine Inspection Reports submitted to FHWA that the deck is deteriorated. However, based on Caltrans’ own laboratory tests done in 2014, the deck is not deteriorated and not rotten, as some Caltrans reports had stated, but the deck is actually in very satisfactory and good condition. All of this known to Caltrans, yet the data provided to the public were incorrect supporting Replacement Alternatives. Providing incorrect, incomplete or erroneous data to public in the context of Env. Scoping meeting as part of California Environmental Quality Act implementation is unacceptable from anyone, and especially Caltrans, which is the Lead Agency for preparing the Environmental Impact Report and submitting it to the Responsible Agency (Office of Planning and Research) for review and approval.

5. The final two observations that I made at the April 14, 2015 Env. Scoping meeting are non-technical, but definitely in my opinion affected the outcome of the Scoping meeting in a very negative way. They were:

(a). Throughout the meeting, the Project Manager, Mr. Demling was very unreceptive

Written comments may be mailed to Caltrans, Attention: Adele Pommerenck, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to adele.pommerenck@dot.ca.gov. All comments must be sent by May 7, 2015.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Albion River Bridge Rehabilitation/Replacement Project Notice of Preparation Scoping Meetings

Name (please print) Abolhassan Astaneh-Asl, Ph.D., P.E. E-mail/Phone# astanehhassan@gmail.com (925) 935-9930
Address (home) 209 Vernal Drive City Alamo State CA Zip Code 94507

Page 6 of 7

and unwelcoming of questions from the audience, which at times in my opinion infringed on the freedom of speech of the audience at this public meeting (this can be seen on the video of the meeting posted on the Internet here.

(b). There was a uniformed and armed CHP officer inside the meeting room (the Albion Elementary School). It is not clear what was the security risk at this meeting or potential for disturbance or illegal protests that Caltrans needed to request the presence of the officer. Whatever the reason, it had a very chilling effect on the audience, many of them senior retired citizens, who have been very passionate about preserving the existing bridge and rehabilitating it but always expressing their thoughtful comments in a very peaceful and articulate manner while asking very important and relevant questions. In fact one very upstanding and senior member of the community privately indicated that he was very distressed in seeing the officer at the meeting. It is incumbent on Caltrans to provide an explanation of why there was a need for the CHP presence at this public meeting.

6. The timing of the Scoping meeting was inappropriate since the reasons that Caltrans has stated why the Albion River Bridge needs to be replaced are not based on actual condition of the bridge but on speculative comments by Caltrans engineers. I have shown that all those reasons (e.g. the deck is rotten, the steel truss is corroded, the tsunami can collapse the bridge, and the bolts in the connections need to be replaced every two years, ...) are not based on engineering and scientific data and actual condition of the Albion River Bridge. In fact none of the data collected by Caltrans' own Registered P.E. inspectors and included in the official inspection report support those claims . In my opinion, Caltrans first needs to come up with a document based on verifiable engineering, scientific, and economical data showing the need to replace the Albion River Bridge, then such carefully and accurately prepared case would move into the process of preparing Environmental Impact Report and holding Environmental Scoping meeting.

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Albion River Bridge Rehabilitation/Replacement Project Notice of Preparation Scoping Meetings

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(925) 935-9930
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Page 7 of 7

In conclusion, as a Registered Professional Engineer in the State of California, I am of the professional opinion that the manner in which the April 14, 2015 Environmental Scoping meeting of the Albion River Bridge was organized and conducted, and the amount of incorrect and incomplete data given to public, while soliciting their opinion on the environmental impact of various alternatives and at the same time instructing them that they could not discuss the merits of the alternatives, violated the spirit and most likely the intent and wording of the California Environmental Quality Act and its required Environmental Scoping meeting.

Respectfully submitted,



Abolhassan Astaneh-Asl, Ph.D., P.E.,
Professor and Consultant in Structural Engineering,
Earthquake Engineering and Bridge Engineering

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Disclaimer: The opinions expressed in this document are solely those of the author and do not necessarily represent the views of the University of California, Berkeley, where he is a professor or the views of those individuals and agencies whose names appear in this document.

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April 13, 2015

BUILDING BRIDGES STRONGER AND TO LAST LONGER

My name is Leonardo Bowers. I am a Civil Engineer, acting as an independent agent; and a full time Albion resident for the past 17 years.

For over one year, I have studied in detail the past 72 years of As-Built drawings, inspection reports and maintenance records for the Albion River (ARB) and Salmon Creek bridges; plus more. The new openness with Caltrans has been refreshing and beneficial. The following are my verbal remarks for the EIR Public Scoping Session regarding Replacement Bridging.

The two largest overriding environmental issues needing resolution are: 1) the Seismic setting, and 2) The effects of steel corrosion on longevity and maintenance on whatever decision that is made.

BUILDING STRONGER

The determination of the seismic design criteria will determine the strength of what will be the highest bridging designation in California – “IMPORTANT NON-STANDARD”. I have discussed with Caltrans (CT) its seismic design criteria. Besides making this information available, Kevin Harper, CT Bridge Designer’s preliminary response was, about 0.70 g; with the need for special geotechnical study. In a slightly different form, CT manuals indicate a 8.2 Magnitude E.Q. for “ordinary” bridges in the Albion area. However, independent Seismic literature and even Caltrans design criteria indicates that at the Albion location, there are substantial uncertainties.

A sampling of the uncertainties: “Location of the San Andreas Fault”, “Ground velocities of both the soft ocean bottom and the foundation materials”, “criteria highly sensitive to the E.Q. period and velocity”, “Availability of velocity, data was limited in Northern California”, “Criteria based upon “50 year hazard data”, “Hazard may be underestimated ...”.

The CT Seismic Design Manual indicates that in the case of “Important” bridging, “special Geological/Seismic study” need be conducted,. Therefore it is requested that the ultimate seismic and geotechnical design criteria for Albion be reevaluated as part of the EIR. Evaluation of hazard and design criteria have been historically on the low side. If we are to error, let us error on the high side.

It is my professional Civil Engineering opinion that the replacement bridges can within their lifetime experience and survive a very large seismic event if prudent special investigation is performed and followed. The existing ARB with an As-built

response of but 0.1g (Astaneh), will not survive (Bowers). Planned replacement in lieu of possible catastrophic failure of the old bridges is the better public policy.

It is requested that CT perform a special study to determine the highest design criteria which will be used in design; and in evaluating ALL options/and or alternative projects. The higher the seismic design value, the STRONGER will be the bridges, and the better the Albion and State future will be.

BUILDING TO LAST LONGER

Strong bridges may be built. But "if we can eliminate corrosion, the expected life of a replacement bridge can be perhaps doubled!" (Bowers) It is the stray currents, oxygen and salts that accumulate in steel that drives the rate of corrosion. The stray currents are caused by five independent variables: 1) The earth's gravitational field, 2) the marine (salt) environment, 3) the churning action that takes place at the water/ air/ land interface, 4) the stray currents generated by the accumulation of stress along the San Andreas fault system. And 5) (only applying to the old ARB) The galvanic interplay between the introduced toxic salts (chromium, and arsenic) and the steel rods, nuts, bolts and drift pins which hold the ARB timbers together.

A review of current CT practice is required to evaluate this request to eliminate corrosion.

- 1) CT designs it's concrete mixes to manufacture dense concrete by optimizing the water/ cement ratio. CT is very knowable and good at this. But all concrete gets brittle and cracks with age. Water, salts , oxygen and stray currents start the corrosion of steel and associated crazing and spalling of the concrete.
- 2) The next CT corrosion control practice is to coat the reinforcing steel with epoxy. This slows corrosion but does not eliminate it. Coatings are never perfect. Salt , oxygen, water , and currents over time will make their way to the steel through cuts , bends, & hooks etc. required in the placement of reinforcing steel.

The CT planned life span for a bridge is 75 years. Perhaps the above can get a bridge to 75 years, but we need and demand better. Using the above approach, means that almost all maintenance is destructive and from the outside!

Some specific destructive corrosion examples are provided to highlight the corrosive environmental situation that is present at Albion. The first example is the deck or riding surface of the Salmon Bridge. The deck slab is only 5 ¾ inches thick. It has two layers of ½ inch reinforcing steel (uncoated) one inch from the surface. The

current surface of the Salmon looks like it has square chicken pocks. These squares and strips are where the concrete has spalled away from the corroding steel. CT has removed spalled concrete, and replaced the concrete with fresh concrete. I've viewed the underside of the riding surface and it's even worse. The guard rails are held to the bridge thickened edges with 1 1/4" bolts. But inspection shows stretches where there is no longer any concrete for the bolts to hold on to. Even with good maintenance, time only make the situation worse. It is for this reason that I favor starting over – Replacement. Repainting ("putting lipstick on a pig") is not a solution.

The second examples of destructive corrosion involve the Albion River Bridge. The ARB is in reality three different and distinct bridge types: a simple wood spans, an old recycled steel truss, and a wooden truss portion.

The old recycled Steel Truss portion weighs 460 tons and is held in place on the towers by only 16 ea. 3/4" bolts 15 inches long. They are embedded in very subpar concrete (1000 psi per As-built drawings, and for comparison weaker than sidewalk). The current condition of the lower 16 ea. 3/4" bolts, connecting the bearing plates to the concrete piers is not recorded in the inspection reports.

But the next 16 ea. 3/4" bolts connecting the bearing plates to the bridge, have in the past been replaced with larger 1 1/4" bolts. Over the years new structural steel has been welded into the truss to replace members and reinforce joints that have excessive rust. This steel truss portion of the ARB is "crack critical". This basically means that if one member fails the entire structure fails catastrophically.

The wood truss, and simple wood span portions of the ARB plus bents are held together with steel rods, nuts, bolts and drift pins. In the As-built condition, there is not much that can be done. Over the years some wood rot has taken place, but it is CT basic position, that if the steel items remain in place the bridge is structurally stable. It took 20 years before the nuts and bolts first needed replacement. The connectors are now on a two year inspection/replacement schedule. The last CT inspection reported that over 2500 steel items need replacement. The chromium in the toxic Wolman wood infusion is causing the corrosion to convert to ribbons of black **brittle** ferric chromium oxide. Per inspection reports, the nuts holding the timbers together, are cracking off in as little as two years. While the wood truss and bents are highly redundant, this is not the a bridging situation wanted going into a large seismic event.

None of these examples are correctable by the addition of Cathodic Methods described below.

CATHODIC PROTECTION

A new policy of Cathodic Protection by CT is what I wish to be considered in the Cost /Benefit Analysis for any replacement bridging type. Cathodic protection in conjunction with adopted techniques can minimize and/or eliminate steel corrosion. It is justified in our coastal region with it's high potential for corrosion. And in my opinion will double the projected life span of our bridging. There are two systems of cathodic protection: passive and active.

Locally we use passive systems on our boats and water heaters. Passive protection is obtained by electrical continuity, and the addition of sacrificial zinc anodes placed on the hull. We also use zinc anodes to protect our water heaters. Any coastal hot water heater that hasn't had its zinc anode replaced about every 10 years is going to experience an emergency call to the plumber. Zinc anodes added to our bridges is one of two Cathodic options that needs consideration.

In an active Cathodic system, it also requiring electrical continuity, all stray currents that build up in steel reinforces concrete bridges are counter acted and reduced to zero with impressed DC current. The major idea here is that maintenance is now done internally and is not destructive. The impressed current can be adjusted with time, and records the state of potential corrosion inside the bridge. Without corrosion, spalling concrete is held in check. With one or the other of these systems not only will bridging last longer, but the effort and cost of maintenance will be substantially reduced.

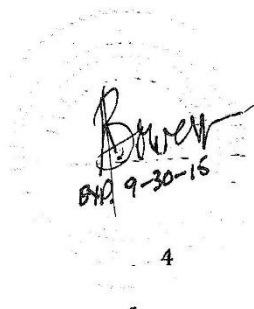
CONCLUSION

It is requested that the EIR, 1) Study and adopt the highest seismic design criteria to create the strongest bridging possible on at least a 150 year basis; and

2) Study and adopt a new Cathodic protection system for our unusual, important and highly vulnerable environmental exposure.

These are the environmental pathways needed to build stronger and longer lasting bridges in Albion.

Leonardo Bowers
RCE No. 21,001
Leonardo@mcn.org
707-937-3163



The image shows a handwritten signature, "Bowers", in black ink. Below the signature, the date "SEP 9-30-16" is written. The signature and date are positioned over a faint, circular official stamp that is partially obscured. The stamp appears to have some text around its perimeter, but it is not legible.

To whom it May Concern;

The Ledford House Restaurant is less than .5 miles south of the Albion River Bridge in Albion, Ca. on N. Highway 1. We are a family run bistro, catering to both a local and a tourist clientele. We are open five nights a week during the evenings. As owners of the Ledford House Restaurant, we are concerned for the impact the Albion River Bridge Replacement/Repair project will have on our business.

Tony Geer & I are both self-taught cooks, in love with the romance of flavors, good living and lore of food. Our travels, reading, experimenting and basic feasting keeps our culinary interests sparked. It seemed only natural to have settled our passion on the Mendocino coast in a bistro's balance of contemporary and classic culinary style. Our menu is based around our herb gardens, Tony's breads, local farms and wonderful local wines. During the dinner hours Lisa is the executive chef and Tony the Maitre d'. We change our menu monthly enhancing it with nightly specials and a nightly "Bistro Prix Fix" menu.

We also cater small private parties, weddings during the days.

On Tuesdays, the Ledford House sponsors the "Albion All Weather Petanque Team" on our courts.

The Ledford House employees 12-16 people seasonally as well as 7 musicians. Not only is our home on the north side of the Albion Bridge, the majority of our staff drives from the north on Highway 1 to work with us.

We have been at this site, 3000 N. Highway 1, since 1989. The restaurant is our sole livelihood.

Our concerns lie with disruption of product deliveries, employee access to and from work, loss of business due to customers inconvenience as well as the usual chaotic dust and noise of construction.

We are not sure that our business would survive one, let alone the three anticipated seasons of Highway disruption.

Thank you

Lisa and Tony Geer

The Ledford House Restaurant

3000 N. Highway 1

Albion, Ca. 95410

ledfordhouse.com

From: 'Sue & Bob Preston' basprst@yahoo.com
Subject: Albion Bridge Rehabilitation/Replacement Project
Date: May 3, 2015 at 2:04 PM
To: adele.pommerenk@dot.ca.gov



Albion, Ca. 95410. 3781 North Hwy 1(44mile marker)

Here are our concerns about the bridge replacement / rehabilitation

Number one is our privacy due to realigning the frontage road. The berm and vegetation in front of our property provides visual break from traffic. We are also concerned about headlights shining in our windows.

We are concerned about destruction of the wetlands in Laurel Canyon (adjacent to our property).

The scenic value of this stretch of Hwy 1 is very important. The Cypress trees adjacent to our property were planted over one hundred years ago. They are historic.

A major concern for us, as we have gone through this before with the painting of Albion Bridge, is traffic, dust, noise, pollution. We are concerned about traffic being stopped in front of our house, noise from construction and in particular the noise of the generator that operates the traffic light, which runs all day and night.

Access to our property to during construction and after.

This is what is going to impact us personally, but we also agree with all the points made in the letter sent to you by the ACAB.

Any questions about our concerns please feel free to contact us via e-mail.

Thank you



Tuesday, May 5, 2015

Caltrans
Attn: Adele Pommerenck
Office of Environmental Management
703 B Street
Marysville, CA 95901
adele.pommerenck@dot.ca.gov

Dear Ms. Pommerenck:

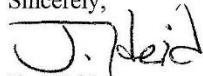
Accompanying this cover letter is a response from the Albion Community Advisory Board (ACAB) regarding the upcoming draft environmental impact report being prepared by Caltrans for the proposed rehabilitation or replacement of the Albion River Bridge.

The attached response contains our community's concerns with respect to this project as well as the adjacent proposed replacement of the Salmon Creek Bridge and associated changes to Highway 1 in the Albion area.

We ask that each of the issues in our response be addressed in the draft EIR.

Thank you for your attention in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Heid", written over a horizontal line.

Jim Heid
President, Board of Directors
Albion Community Advisory Board

Tuesday, May 5, 2015

Caltrans
Attn: Adele Pommerenck
Office of Environmental Management
703 B Street
Marysville, CA 95901
adele.pommerenck@dot.ca.gov

RE: Replacement or Rehabilitation of the Albion River Bridge (No. 10-0136)

Thank you for the opportunity to share concerns regarding the proposed replacement or rehabilitation of the Albion River Bridge.

The Albion Community Advisory Board (ACAB) presents the following concerns for examination in the Environmental Impact Report (EIR). ACAB's concerns fall into a variety of categories that parallel those of the Notice of Preparation dated April 1, 2015 and signed by Adele Pommerenck from the Caltrans Office of Environmental Management. What follows are specific comments, questions, and requests that relate to each of these categories.

Visual/Aesthetics

The Albion River Bridge itself is a view whose potential loss has both aesthetic and economic impact. The current bridge is visually compatible with the historic structures located just north and south of it, and with the historic qualities that are a critical part of the Mendocino Coast's appeal and its economy.

ACAB is concerned that a new bridge and Caltrans' proposed widening of Highway 1 would be out of scale with a highly scenic, sparsely populated section of the Mendocino coast. ACAB requests that the EIR consider all viewsheds, both from the bridge and of the bridge, when evaluating this project.

ACAB urges that all options to rehabilitate the existing bridge be thoroughly explored—for example, adding a cantilevered bike and pedestrian path to the existing bridge.

If the bridge is to be replaced, a new bridge must be in harmony with the existing buildings in style, in scale, and in building materials. The railing style of a new bridge must maximize the ocean viewshed for motorists. The bridge must comply with local coastal guidelines with respect to a designated highly scenic area.

Agriculture and Forest Resources

Replacement of the bridge could result in the removal of agricultural lands from production. Additionally, traffic delays due to construction could impact forestry commerce because of impacts on logging truck traffic. ACAB requests that the EIR address these issues in its Community Impact Assessment.

Air Quality

There will be toxic releases of metals during bridge rehabilitation or replacement. ACAB requests that the EIR address containment of these releases as well as greenhouse gas emissions from construction equipment and vehicles idling while delayed in traffic, and urges that the EIR incorporate mitigation measures for these emissions. ACAB requests that the EIR require compliance with all relevant state-mandated air quality and emission standards during demolition and/or rehabilitation and construction.

Biological Impacts

ACAB is concerned about biological resources in the proposed construction area. These include, but are not limited to, coho salmon, perch, crab, near-shore fisheries, a heron rookery, butterflies, birds, marine mammals, and salamanders. In recent years, bald eagles have frequented the lower Albion River, and ospreys routinely hunt in the Albion Bay. Estuarine plants, such as eelgrass, could also be impacted.

There will be impacts to flora and fauna during construction, both from hazardous materials as well as from construction noise and general disruption. ACAB requests a comparison of biological impacts between rehabilitation and replacement of the Albion River Bridge, and of east or west alignments of a proposed replacement bridge, and of a “no project” option.

Community Impacts

The proposed project would significantly impact the community in numerous ways, and ACAB requests that the EIR address these impacts. Our specific requests can be found throughout this document, and include the visual and aesthetic issues addressed above, economic impacts to local businesses caused by traffic delays and construction noise and disruption, and traffic delays for emergency response vehicles and the potential impact on insurance availability and rates for local residents.

Cultural Resources

ACAB is also concerned about potential disruption to archeological artifacts that may exist in the proposed project area. Archaeological excavation must be done prior to construction, and any archaeological and historic resources must be protected and preserved.

Additionally, the Albion River Bridge has been submitted for designation as an historic landmark. The present bridge is a powerful link to the past. As the last remaining wooden bridge of any significant size on the California coast, its design and appearance speak to the importance of timber production in Albion. The bridge is also historic because it directly speaks to the era during which it was built: the World War II era, when steel was needed for the war effort.

ACAB requests that the EIR address how rehabilitation versus replacement could impact the bridge’s potential historic designation. Similarly, we request that the EIR address the impact of a potentially wider bridge and highway on the Scenic Highway System eligibility of this section of Highway 1.

Hazardous Materials

If the current bridge is to be replaced, there will be toxic materials released from the pillars and soil, treated wood, asphalt, and paint. ACAB requests that the EIR require details on how these materials will be stockpiled and/or transported as well as on the risks of contamination from trucks carrying hazardous materials. ACAB also asks that the EIR detail potential impacts to the Albion River from a toxic release.

The soils near the existing bridge appear to contain above-normal levels of arsenic. ACAB requests that the EIR compare removal of this contaminated soil versus on-site treatment or containment of it. Leachate must be contained, along with any toxics resulting from sandblasting and painting.

There may be toxic releases of metals during bridge rehabilitation or replacement. ACAB requests that the EIR address these risks and their mitigation.

Hydrology and Water Quality

ACAB requests that the EIR address methods of protecting the Albion River during any construction or rehabilitation project. ACAB also requests that the EIR address the effects of construction on river hydrology as well as on drainage patterns on the Albion Head wetlands. Additionally, we request that the EIR address the effects of excavation and erosion on the headland at the northern end of the Albion River Bridge due to the geophysical limitations of that site.

We also request that the EIR address the river's designation by the North Coast Regional Water Quality Control Board as impaired for sediment and temperature, and the possible effects of construction on these impairments.

Wild and Scenic River

The Albion River is designated as a Wild and Scenic River. ACAB requests details on the development limitations of this designation and on whether bridge replacement would affect the designation.

Land Use and Local Coastal Plan Issues

With respect to Local Coastal Plan (LCP) restrictions, ACAB requests an analysis of rehabilitation versus replacement of the Albion River Bridge, as well as a "no project" alternative, as per CEQA Section 15126.6.

Noise

Noise from construction activities will have a significant impact on residents and businesses located near construction areas. ACAB requests that the EIR address these matters as well as the impact of noise on birds, listed fish species, and other wildlife. Additionally, if work is to be done at night, we request that the EIR address both noise and light pollution issues, as bright nighttime construction lighting could negatively affect nearby residents as well as wildlife.

Recreation

ACAB is concerned about the loss of recreational opportunities that will occur during the proposed project. These activities include camping, fishing, crabbing, abalone diving, hiking, and ocean, beach, and river access. These are all activities that both support the local economy and provide recreational opportunities for residents and tourists alike.

The Albion Flats area is the hub of many of these activities. The potential loss of the Albion River Campground, harbor, and beach and river access areas could damage the local economy and reduce recreational opportunities. ACAB requests that the EIR address access to the Flats area during construction as well as access to Albion River North Side Road and the trail to the flats that is located at the north end of the bridge.

If Caltrans plans to purchase or otherwise acquire the Flats campground for use as a construction staging area, ACAB requests that the EIR address this use's impact on the Flats, on the Albion River, and on public access to the beach.

Transportation/Traffic/Public Services

Construction-related traffic delays are likely to be significant and can severely impact emergency response. ACAB is deeply concerned about potential delays to fire and medical response, not only for the emergency vehicles themselves but also for volunteer fire and medical personnel who need to get to those vehicles. These negative impacts to emergency response could result in increased insurance rates or even cancelled policies for affected homeowners.

Construction delays may also harm local businesses due to lost revenue. Restaurants, tourist lodgings, and retail businesses based in the Albion village could see business plummet because they're located in areas where construction delays access and/or causes noise and other disruptions. Facilities such as Schooner's Landing and the Albion Biological Field Station could be harmed. Delays will also have an economic impact on local commuter traffic, both for residents getting to work and for vehicles passing through the area.

Construction delays could also affect the availability, timeliness, and price of services such as propane deliveries, refuse collection, home-repair services such as electricians, and shipping and delivery services such as FedEx and UPS. ACAB requests that the EIR address this potential and suggest mitigation strategies.

Another aspect of community disruption deals with construction vehicles, ranging from heavy equipment to the vehicles used by construction workers. ACAB requests that the EIR address proposed parking areas for these vehicles as well as the environmental impact of those parking areas.

ACAB is also concerned about traffic patterns on roads that feed into Highway 1, including, but not limited to, Albion Ridge Road, Albion-Little River Airport Road, Spring Grove Road, and Albion River North Side Road. There will be a mix of heavy

trucks and passenger vehicles, bicyclists and pedestrians waiting in traffic on Highway 1, together with traffic entering and leaving the aforementioned roads. ACAB requests details on proposed traffic-control patterns relating to these roads.

Additionally, both Albion Ridge Road and Navarro Ridge Road are dead-end roads (or practically so), and ACAB expresses concerns that construction-related traffic delays could result in dangerous conditions in the event of fire. We request that the EIR address alternative evacuation routes for both roads in the event of fire.

Cumulative Impacts

It is ACAB's position that the Salmon Creek Bridge, Highway 1 widening in the Albion and Navarro Ridge areas, and Albion River Bridge projects be evaluated together for purposes of land use and planning. It is unclear to ACAB whether the Albion River Bridge project has been separated from the Salmon Creek Bridge project and adjacent proposed work on Highway 1. ACAB urges that the EIR for the Albion River Bridge project be prepared in context with adjacent proposed projects.

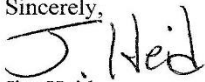
ACAB also urges that the Albion River Bridge project be evaluated in the context of other Caltrans projects planned for the Mendocino Coast, including but not limited to retrofits to bridges at Big River and Jack Peters Creek. If these projects take place concurrently, the impact on traffic, on the local economy, and on recreational opportunities will be significant.

Alternative Analysis

This is a significant project that will have extensive impacts to a large area. Highway 1 is a Rural Scenic Highway and its character should be maintained. In the end, ACAB requests an economic analysis of the lifetime cost of rehabilitation versus replacement of the Albion River Bridge, as well as of a "no build" alternative. ACAB urges that every consideration be given to alternatives that avoid or reduce the environmental effects of the project, including rehabilitation and a "no build" alternative, per CEQA Section 15126.6.

Again, we thank you for the opportunity to express our concerns and participate in this process.

Sincerely,



Jim Heid

President, Board of Directors



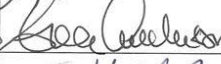
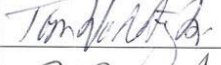
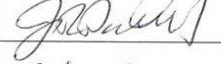



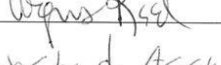
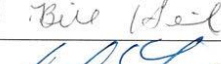

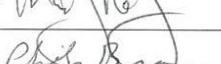

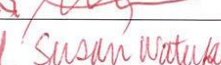

Albion Community Advisory Board

Website: <http://albioncab.wordpress.com>

Email: acab@mcn.org

Attachment: accompanying signatures from community members

We, the undersigned, endorse the letter from the Albion Community Advisory Board (ACAB) to Adele Pommerenck containing comments on the draft environmental impact report that will be prepared by Caltrans for the rehabilitation or replacement of the Albion River Bridge.

Print Name	Signature	Street Address	Town
Ronald Karish		2750 Philo Greenwood Rd.	Elk
OLYN GARFIELD		33851 EAST LN ALBION CA 95410	ALBION
Eva Andersson		32101 Middle Ridge Albion CA	Albion
Tom Wodetzki		31901 Middle Ridge Albion CA 95410	Albion
Jim Danhak		33251 Albion Ridge Rd Albion CA	ALBION
RITA CRANE		30711 Albion Ridge Rd	Albion
Mary Bobbitt		33402 Albion Ridge	Albion
Joel Niemier		lc lc	lc
VIRGINIA REED		32101 Middle Ridge Rd Albion 95410	Albion
Albion River Watershed Assn		Friendo Salmon Creek	
		Linda Perkins - Chair	
		Mendocino Group Sierra Club	
		Mary Walsh - Pres	
Bill Heil			Albion
SAM LEVINE		Little River Rd Little River	Little River
Nancy Magaff		30560 Middle Ridge Albion CA	Albion
Philip Brown		33831 East Ln.	Albion
Jan Johnson		33950 Albion Ridge Rd	Albion
Susan Waterfall		3250 Albion Ridge "B" Rd.	Albion

[illegible]

From: [Pommerenck, Adele@DOT](mailto:Pommerenck_Adele@DOT)
To: [Walker, Liza M@DOT](mailto:Walker_Liza_M@DOT)
Subject: FW: Comments:Albion River Bridge Rehabilitation/Replacement Project Due date 5/07/2015
Date: Friday, June 26, 2015 11:07:54 AM

From: [REDACTED]
Sent: Thursday, May 07, 2015 9:02 AM
To: Pommerenck, Adele@DOT
Subject: Comments:Albion River Bridge Rehabilitation/Replacement Project Due date 5/07/2015

Albion River Bridge Rehabilitation/Replacement Project
Notice of Preparation Scoping Meeting

[REDACTED] [REDACTED]
[REDACTED] Albion, California 95410

Another Comment:

We have lived by the Albion River Bridge for over 20 years. Walking down to the beach several times a week is a major part of our life and well being. There is nothing more pleasurable than going at low tide. Walking back up the hill is great exercise. Our grandchildren come to visit. They look forward to a walk to the beach. Even before they could walk we would take them to the beach in a wagon. This beach is so much a part of who we are. Our concern is beach access during what ever transpires with the bridge and what the beach will be like when Caltrans is finished with it.

Another concern is the Albion Field Station (Pacific Union College) Have they been properly notified about the NOP?

From: Pommerenck_Adele@DOT
To: Walker_Liza_M@DOT
Subject: FW: Questions re: Replacement of the Albion Bridge
Date: Friday, June 26, 2015 11:07:18 AM

From: [REDACTED]
Sent: Tuesday, May 05, 2015 10:05 AM
To: Pommerenck, Adele@DOT
Subject: Questions re: Replacement of the Albion Bridge

Dear Ms. Pommerenck,

Regarding the replacement of the Albion Bridge, I don't understand how CalTrans can create an unbiased EIR when CalTrans is the very agency getting paid to replace the bridge. Isn't this a conflict of interest? For accuracy shouldn't an outside agency not affiliated with CalTrans conduct this study?

At the recent meeting in Albion the issue of toxicity was raised. Certainly removal of the bridge would release considerable amounts of heavy metals into the environment and toxins would also remain in the material that is removed. Would that toxic material be somehow "less toxic" when it's moved elsewhere?

Now that it has been determined that the structural wood of the bridge is still viable I strongly urge you to repair and resurface the existing bridge, an historic West Coast treasure, which I feel should be preserved and well maintained.

Thank you and I look forward to receiving your reply.

[REDACTED]

From: [Pommerenck, Adele@DOT](mailto:Pommerenck_Adele@DOT)
To: [Walker, Liza M@DOT](mailto:Walker_Liza_M@DOT)
Subject: FW: Replacement or Rehabilitation of the Albion River Bridge (No. 10-0136)
Date: Friday, June 26, 2015 10:58:59 AM

From: Annemarie [aweibel@mcn.org]
Sent: Monday, May 04, 2015 6:49 AM
To: Pommerenck, Adele@DOT; Annemarie
Subject: Replacement or Rehabilitation of the Albion River Bridge (No. 10-0136)

Monday, May 4, 2015

Attn: Adele Pommerenck
Office of Environmental Management
703 B Street
Marysville, CA 95901

RE: Replacement or Rehabilitation of the Albion River Bridge (No. 10-0136)

Thank you for the opportunity to share concerns regarding the proposed replacement or rehabilitation of the Albion River Bridge. The Albion Community Advisory Board (ACAB) presents the following concerns for examination in the Environmental Impact Report (EIR). ACAB's concerns fall into a variety of categories that parallel those of the Notice of Preparation dated April 1, 2015 and signed by Adele Pommerenck from the Caltrans Office of Environmental Management. What follows are specific comments, questions, and requests that relate to each of these categories.

Visual/Aesthetics

The Albion River Bridge itself is a view whose potential loss has both aesthetic and economic impact. The current bridge is visually compatible with the historic structures located just north and south of it, and with the historic qualities that are a critical part of the Mendocino Coast's appeal and its economy. ACAB is concerned that a new bridge and Caltrans' proposed widening of Highway 1 would be out of scale with a highly scenic, sparsely populated section of the Mendocino coast. ACAB requests that the EIR consider all viewsheds, both from the bridge and of the bridge, when evaluating this project. ACAB urges that all options to rehabilitate the existing bridge be thoroughly explored—for example, adding a cantilevered bike and pedestrian path to the existing bridge. If the bridge is to be replaced, a new bridge must be in harmony with the existing buildings in style, in scale, and in building materials. The railing style of a new bridge must maximize the ocean viewshed for motorists. The bridge must comply with local coastal guidelines with respect to a designated highly scenic area.

Agriculture and Forest Resources

Replacement of the bridge could result in the removal of agricultural lands from production. Additionally, traffic delays due to construction could impact forestry commerce because of impacts on logging truck traffic. ACAB requests that the EIR address these issues in its

Community Impact Assessment.

Air Quality

There will be toxic releases of metals during bridge rehabilitation or replacement. ACAB requests that the EIR address containment of these releases as well as greenhouse gas emissions from construction equipment and vehicles idling while delayed in traffic, and urges that the EIR incorporate mitigation measures for these emissions. ACAB requests that the EIR require compliance with all relevant state-mandated air quality and emission standards during demolition and/or rehabilitation and construction.

Biological Resources

ACAB is concerned about biological resources in the proposed construction area. These include, but are not limited to, coho salmon, perch, crab, near-shore fisheries, a heron rookery, butterflies, birds, marine mammals, and salamanders. In recent years, bald eagles have frequented the lower Albion River, and ospreys routinely hunt in the Albion Bay. Estuarine plants, such as eelgrass, could also be impacted. There will be impacts to flora and fauna during construction, both from hazardous materials as well as from construction noise and general disruption. ACAB requests a comparison of biological impacts between rehabilitation and replacement of the Albion River Bridge, and of east or west alignments of a proposed replacement bridge, and of a "no project" option.

Community Impacts

The proposed project would significantly impact the community in numerous ways, and ACAB requests that the EIR address these impacts. Our specific requests can be found throughout this document, and include the visual and aesthetic issues addressed above, economic impacts to local businesses caused by traffic delays and construction noise and disruption, and traffic delays for emergency response vehicles and the potential impact on insurance availability and rates for local residents.

Cultural Resources

ACAB is also concerned about potential disruption to archeological artifacts that may exist in the proposed project area. Archaeological excavation must be done prior to construction, and any archaeological and historic resources must be protected and preserved. Additionally, the Albion River Bridge has been submitted for designation as an historic landmark. The present bridge is a powerful link to the past. As the last remaining wooden bridge of any significant size on the California coast, its design and appearance speak to the importance of timber production in Albion. The bridge is also historic because it directly speaks to the era during which it was built: the World War II era, when steel was needed for the war effort. ACAB requests that the EIR address how rehabilitation versus replacement could impact the bridge's potential historic designation. Similarly, we request at the EIR address the impact of a potentially wider bridge and highway on the Scenic Highway System eligibility of this section of Highway 1.

Hazardous Materials & Hazards

If the current bridge is to be replaced, there will be toxic materials released from the pillars and soil, treated wood, asphalt, and paint.

ACAB requests that the EIR require details on how these materials will be stockpiled and/or transported as well as on the risks of contamination from trucks carrying hazardous materials. ACAB also asks that the EIR detail potential impacts to the Albion River from a toxic release. The soils near the existing bridge appear to contain above-normal levels of arsenic. ACAB requests that the EIR compare removal of this contaminated soil versus on-site treatment or containment of it. Leachate must be contained, along with any toxics resulting from sandblasting and painting. There may be toxic releases of metals during bridge rehabilitation or replacement. ACAB requests that the EIR address these risks and their mitigation.

Hydrology and Water Quality

ACAB requests that the EIR address methods of protecting the Albion River during any construction or rehabilitation project. ACAB also requests that the EIR address the effects of construction on river hydrology as well as on drainage patterns on the Albion Head wetlands. Additionally, we request that the EIR address the effects of excavation and erosion on the headland at the northern end of the Albion River Bridge due to the geophysical limitations of that site. We also request that the EIR address the river's designation by the North Coast Regional Water Quality Control Board as impaired for sediment and temperature, and the possible effects of construction on these impairments.

Wild and Scenic River

The Albion River is designated as a Wild and Scenic River. ACAB requests details on the development limitations of this designation and on whether bridge replacement would affect the designation. Land Use and Local Coastal Plan Issues With respect to Local Coastal Plan (LCP) restrictions, ACAB requests an analysis of rehabilitation versus replacement of the Albion River Bridge, as well as a "no project" alternative, as per CEQA Section 15126.6.

Noise

Noise from construction activities will have a significant impact on residents and businesses located near construction areas. ACAB requests that the EIR address these matters as well as the impact of noise on birds, listed fish species, and other wildlife. Additionally, if work is to be done at night, we request that the EIR address both noise and light pollution issues, as bright nighttime construction lighting could negatively affect nearby residents as well as wildlife.

Recreation

ACAB is concerned about the loss of recreational opportunities that will occur during the proposed project. These activities include camping, fishing, crabbing, abalone diving, hiking, and ocean, beach, and river access. These are all activities that both support the local economy and provide recreational opportunities for residents and tourists alike. The Albion Flats area is the hub of many of these activities. The potential loss of the Albion River Campground, harbor, and beach and river access areas could damage the local economy and reduce recreational opportunities. ACAB requests that the EIR address access to the Flats area during construction as well as access to Albion River North Side Road and the trail to the flats that is located at the north end of the bridge. If Caltrans plans to purchase or otherwise acquire the Flats campground for use as a construction staging

area, ACAB requests that the EIR address this use's impact on the Flats, on the Albion River, and on public access to the beach.

Transportation/Traffic/Public Services

Construction-related traffic delays are likely to be significant and can severely impact emergency response. ACAB is deeply concerned about potential delays to fire and medical response, not only for the emergency vehicles themselves but also for volunteer fire and medical personnel who need to get to those vehicles. These negative impacts to emergency response could result in increased insurance rates or even cancelled policies for affected homeowners. Construction delays may also harm local businesses due to lost revenue. Restaurants, tourist lodgings, and retail businesses based in the Albion village could see business plummet because they're located in areas where construction delays access and/or causes noise and other disruptions. Facilities such as Schooner's Landing and the Albion Biological Field Station could be harmed. Delays will also have an economic impact on local commuter traffic, both for residents getting to work and for vehicles passing through the area. Construction delays could also affect the availability, timeliness, and price of services such as propane deliveries, refuse collection, home-repair services such as electricians, and shipping and delivery services such as FedEx and UPS. ACAB requests that the EIR address this potential and suggest mitigation strategies. Another aspect of community disruption deals with construction vehicles, ranging from heavy equipment to the vehicles used by construction workers. ACAB requests that the EIR address proposed parking areas for these vehicles as well as the environmental impact of those parking areas. ACAB is also concerned about traffic patterns on roads that feed into Highway 1, including, but not limited to, Albion Ridge Road, Albion-Little River Airport Road, Spring Grove Road, and Albion River North Side Road. There will be a mix of heavy trucks and passenger vehicles, bicyclists and pedestrians waiting in traffic on Highway 1, together with traffic entering and leaving the aforementioned roads. ACAB requests details on proposed traffic-control patterns relating to these roads. Additionally, both Albion Ridge Road and Navarro Ridge Road are dead-end roads (or practically so), and ACAB expresses concerns that construction-related traffic delays could result in dangerous conditions in the event of fire. We request that the EIR address alternative evacuation routes for both roads in the event of fire.

Cumulative Impacts

It is ACAB's position that the Salmon Creek Bridge, Highway 1 widening in the Albion and Navarro Ridge areas, and Albion River Bridge projects be evaluated together for purposes of land use and planning. It is unclear to ACAB whether the Albion River Bridge project has been separated from the Salmon Creek Bridge project and adjacent proposed work on Highway 1. ACAB urges that the EIR for the Albion River Bridge project be prepared in context with adjacent proposed projects. ACAB also urges that the Albion River Bridge project be evaluated in the context of other Caltrans projects planned for the Mendocino Coast, including but not limited to retrofits to bridges at Big River and Jack Peters Creek. If these projects take place concurrently, the impact on traffic, on the local economy, and on recreational opportunities will be significant.

Alternative Analysis

This is a significant project that will have extensive impacts to a large area. Highway 1 is a Rural Scenic Highway and its character should be maintained. In the end, ACAB requests an economic analysis of the lifetime cost of rehabilitation versus replacement of the Albion River Bridge, as well as of a "no build" alternative. ACAB urges that every consideration be given to alternatives that avoid or reduce the environmental effects of the project, including rehabilitation and a "no build" alternative, per CEQA Section 15126.6.

I am interested to know why the areas geology & soils, mineral resources, and population & housing were identified to have no adverse impacts. I disagree with you and ask you to address these in your Draft EIR. I am a landlord, taxpayer, and have lived in Albion since 1983 where I raised my family. Living several miles up the road I am very concerned what the impacts are as far as safety for residents in case of a fire during construction (we were surrounded by 3 fires during the lightning fires of 2008). A similar scenario can easily happen with all the dead and standing trees that the logging companies left behind. Due to the fact that the area has many acres of timberland that have been heavily logged and continue to be logged it does not feel safe to live on a dead end road with construction of a bridge going on unless some alternative road can be built that would connect Albion Ridge Road with Comptche. The same is true for medical services. How can timely help be provided in a medical emergency?

How will it affect the many B&B's on the ridge and the many rentals?

How is access & parking & safety guaranteed for locals & tourists who want to access the Albion River & the ocean. I am going up river at least 1 time a year and am planning to continue doing that.

Again I thank you for the opportunity to express our concerns and participation in this process.

Sincerely,
Annemarie Weibel
Albion Community Advisory Board

From: [Pommerenck, Adele@DOT](mailto:Pommerenck_Adele@DOT)
To: [Walker, Liza M@DOT](mailto:Walker_Liza_M@DOT)
Subject: FW: Albion River Bridge Rehab/Replacement Project
Date: Saturday, August 22, 2015 5:31:23 PM

FYI

From: Sherwood Valley Cultural Staff [mailto:sherwoodvalleycrm@gmail.com]
Sent: Tuesday, April 28, 2015 7:48 AM
To: Pommerenck, Adele@DOT
Cc: Scarlett Carmona; kaylamay31543@aol.com
Subject: Albion River Bridge Rehab/Replacement Project

Good Morning Ms. Pommerenck,

My name is Misty Cook, Cultural Resource Specialist for the Sherwood Valley Band of Pomo Indians (SVBP).

This email shall serve as a request for further consultation regarding the Albion River Bridge Rehab/Replacement Project located in Albion, CA. Additionally, the SVBP is requesting to be involved with the development of the EIR and is requesting that a tribal representative be present during all pre-construction meetings and construction site visits, during all archaeological surveys prior to and during construction.

I would like to set up a meeting to further discuss this project and the SVBP involvement with the project as a whole.

You can reach me via email at sherwoodvalleycrm@gmail.com or via phone at 707-367-3225. I look forward to hearing from you. Thank you.

Respectfully,

Misty Cook
Cultural Resource Specialist

--

Tribal Historic Preservation Office
Sherwood Valley Band of Pomo

190 Sherwood Hill Drive
Willits, CA 95490

o: 707.459.3631

m: 707.367.3225

f: 707.459.6936

sherwoodvalleyCRM@gmail.com

From: [Nina Hapner](#)
To: [Walker, Liza M@DOT](#)
Cc: lorin@stewartspoint.org; "Otis Parrish"
Subject: NOP for the Albion River Bridge Replacement/Rehabilitation Project
Date: Tuesday, April 28, 2015 4:51:13 PM
Attachments: [image001.png](#)

Ms. Walker,

Thank you for the notification on the project. I do not have any concerns but have shared this information with the Tribe's THPO. If they have any concerns they will let you know.

Best,

*Nina Hapner
Director of Environmental Planning
Kashia Band of Pomo Indians
Stewarts Point Rancheria
1420 Guerneville Road, Suite 1
Santa Rosa CA 95403
Email: nina@stewartspoint.org
Website: www.stewartspoint.org*

*Office: 707.591.0580 x 107
Cell: 707.326.4758
Fax: 707.591.0583*



"The Dance of Life only requires steps that move our hearts. The direction of Life comes from whether we choose to move forward, stand still or stand in the past. Live your Dance." - Unknown

"When you stumble, make it part of your dance"

A large wooden truss bridge with a white deck and green-painted steel trusses spans a river. The bridge is surrounded by dense green forest on the hillsides. In the foreground, there are green bushes. The sky is overcast.

ALBION RIVER BRIDGE REPLACEMENT/REHABILITATION PROJECT

Scoping Summary Report

April 15 – May 20, 2022





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ATTACHMENTS

- A. Notice of Intent (NOI)
- B. Public Notice Advertisements
- C. Direct Mail Brochure
- D. Social Media Posts
- E. Webpage
- F. Virtual Public Scoping Meeting (Presentation Screenshots)
- G. Comments Submittal (Mailed and Emailed Comments)

INTRODUCTION

In spring 2022, the California Department of Transportation (Caltrans), in cooperation with the Federal Highway Administration (FHWA), initiated an Environmental Impact Statement (EIS) for the proposed Albion River Bridge Replacement/Rehabilitation Project (Project) in Mendocino County, California. The Project is located on State Route 1 (SR 1) between post mile 43.3 and 44.2.

The purpose of this Project is to either replace or rehabilitate the seismically and structurally deficient Albion River Bridge with a structure that would ensure the safety and reliability of this critical link on SR 1 of the state highway system. The Project is needed to address several critical deficiencies associated with the existing bridge. Correcting these deficiencies would improve safety for all users and reduce the chance of catastrophic bridge failure.

A reasonable range of alternatives for detailed study are being considered for inclusion in the Draft Environmental Impact Statement (DEIS). In addition to the No-Build Alternative, potential build alternatives would include multiple bridge replacement and bridge rehabilitation alternatives.

The Bridge Replacement Alternatives consider various bridge replacement options including west alignment alternatives that would be constructed west of the existing bridge, east alignment alternatives that would be constructed east of the existing bridge, and on-alignment alternatives that would be constructed slightly west of the existing alignment.





The Bridge Rehabilitation Alternatives require major work to extend the service life of the existing Albion River Bridge. These include an alternative to rehabilitate the bridge without widening and an alternative that would rehabilitate the bridge and widening the bridge and upgrading the bridge rails. Another option was to rehabilitate and convert the bridge to a multi-modal bridge alongside one of the other bridge replacement alternatives, however this option was only to be considered if a third party was willing to assume all ownership and responsibility for the future maintenance, repairs, and upkeep of the rehabilitated structure. The bridge's operability would need to be maintained while addressing structural deficiencies, geometric deficiencies, and operational reliability of the bridge.

NOTICE OF INTENT

The Project's scoping process was initiated with the preparation and distribution of a Notice of Intent (NOI). The NOI was posted in the Federal Register (87 FR 23313-23314) on Tuesday, April 19, 2022, and circulated to public agencies and other interested parties in compliance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) NEPA regulations, the Council on Environmental Quality NEPA regulations, Caltrans Standard Environmental Reference, and other guidance.

The NOI notified the public of the Draft EIS being prepared along with public scoping meeting information and how to provide comments on the project during the formal public comment period from April 15 to May 20, 2022 (the comment period originally ended on May 16, 2022, however was extended through May 20, 2022, to provide the public with additional time to provide comments via mail, email, or hotline).

The NOI package can be found in **Attachment A**, including the NOI and proof of publication in the Federal Register.



PUBLIC NOTIFICATION

To build Project awareness, the following methods were used to alert the public, especially the Albion community, about Project information and Caltrans' outreach activities, including:

- Circulation of the NOI
- Virtual public scoping meeting
- Public comment period

Utilizing Caltrans' Project webpage (AlbionRiverBridge.com) and associated social media outlets, the Project team was able to disseminate important information electronically to the public about the virtual public scoping meeting and public comment period.

PUBLIC NOTICE ADVERTISEMENTS

Public notice ads for the virtual public scoping meeting and public comment period were published in:

- *The Mendocino Beacon*
 - April 14, 2022 / April 28, 2022 (Supplemental Public Notice)
- *Fort Bragg Advocate-News*
 - April 14, 2022 / April 28, 2022 (Supplemental Public Notice)

Copies of the public notice ads, along with Proof of Publication documentation, are included in **Attachment B**.

DIRECT MAIL BROCHURE

A direct mail brochure (two-sided, 11-inch-by-17-inch) was prepared highlighting the Project, the virtual public scoping meeting, and the public comment period. The brochure was mailed to more than 500 community residents, businesses, property owners, and stakeholder contacts on Wednesday, April 20, 2022. The targeted direct mail zone reached community members within a 1.5-mile radius of the Project area.



In addition, printed versions of the direct mail informational brochure were posted on two high-traffic bulletin boards, and a supply of printed brochures were made available at the U.S. Post Office (34900 Albion Ridge Rd.) and community general store (3380 Albion Ridge Rd.).

A copy of the brochure mailer is included in **Attachment C**.

SOCIAL MEDIA POSTS

Leading up to the virtual public scoping meeting and public comment period, a social media strategy was developed to educate the public about the Project and how to submit comments during the public comment period. This included the use of Caltrans' Facebook, Instagram, and Twitter social media outlets to disseminate information to the public.

- **Facebook Posts (43,000 Followers)**
 - Thursday, April 21, 2022
 - Thursday, May 5, 2022
- **Twitter Post (5,169 Followers)**
 - Thursday, April 21, 2022
- **Instagram Posts (2,286 Followers)**
 - Thursday, April 21, 2022
 - Thursday, May 5, 2022

Copies of the social media post graphics can be found in **Attachment D**.

WEBPAGE

The Caltrans District 1 Albion River Bridge Replacement/Rehabilitation Project webpage (AlbionRiverBridge.com) was updated to include important information for the public regarding the Project and served as an online informational resource for the virtual public scoping meeting and public comment period. This information included:

- Project details, alternatives, benefits, schedule, funding estimates, document library, email newsletter link, and contact information.



- Virtual public scoping meeting event information with a Project brochure in PDF format (and a mail-in comment form), archived copy of the online public meeting's PowerPoint presentation in PDF format, and a documented video recording of the meeting presentation and comment session.

A copy of the webpage can be found in **Attachment E**.

VIRTUAL PUBLIC SCOPING MEETING

For the public's convenience, and to maximize participation in a safe environment during the COVID-19 pandemic, a virtual public scoping meeting was presented via Webex Events during the public comment period for the NOI.

The virtual public scoping meeting was held on Thursday, May 5, 2022, from 6–7:30 p.m. This meeting provided attendees with an opportunity to learn more about the Project, the environmental scoping process, and the opportunity to make comments during a live comment session following the presentation.

The following topics were featured:

- Why this Scoping Meeting?
- Environmental Process – Prior Activities
- The Project's Environmental Document
- Stakeholder and Community Engagement
- Project Purpose and Need
- Project Alternatives
- Environmental Technical Analysis
- Anticipated Environmental Permits and Approvals
- Project Schedule
- Public Comment Session (Recorded)
- Next Steps to the Environmental Process



The virtual public scoping meeting had 53 community members attend while 15 people provided online comments during this meeting.

A video of the of the virtual public scoping meeting and attendee comments can be viewed at <https://youtu.be/olq8ePUs1hl>.

Screenshots of the virtual public scoping meeting and a copy of the presentation are included in **Attachment F**.

COMMENT SUBMITTAL

The public was able to submit comments through a variety of mediums during the public comment period, which ran from April 15 to May 20, 2022.

Comment submittals were accepted via:

- U.S. Postal Mail
 - California Department of Transportation
Attention: Liza Walker, Caltrans District 1
1656 Union Street Eureka, CA 95501
- Mail-in Comment Form
 - Printed direct mail Project brochure to the community
 - Downloadable PDF document featured on the Project's webpage (AlbionRiverBridge.com)
- Email: albionbridge@dot.ca.gov
- Phone: Caltrans District 1 Office at (707) 441-5672
- Virtual public scoping meeting (via Webex on May 5, 2022, from 6–7:30 p.m.)

Overall, **59 total public comments** were collected during the Project's scoping period, including:

- 6 mailed comment cards
- 38 emails



Scoping Summary Report

- 15 virtual public scoping meeting comments (recorded during the meeting)

Figure 2. Summary of Comments Received by Mail and Email During the Public Comment Period

Date	Submitted By	Subject	Method
5/13/2022	[REDACTED]	Albion River Bridge Comment	Comment Card
5/13/2022	[REDACTED]	Albion River Bridge Comment	Comment Card
5/18/2022	[REDACTED]	Albion River Bridge	Comment Card
5/20/2022	[REDACTED]	Albion River Bridge	Comment Card
5/20/2022	Save the Bridge	Save the Bridge	Comment Card
5/20/2022	[REDACTED]	Replace the Albion River Bridge	Comment Card
4/28/2022	[REDACTED]	Albion River Bridge Alternatives	Email
4/29/2022	Albion Bridge Stewards	RE: HISTORIC(AL) ALBION RIVER BRIDGE - EIR/EIS SCOPING MEETING	Email
5/2/2022	[REDACTED]	Albion River Bridge - Caltrans	Email
5/3/2022	[REDACTED]	Albion Bridge - Resident Response (No Action Alternative)	Email
5/4/2022	[REDACTED]	ALBION BRIDGE - DO NOT REPLACE	Email
5/4/2022	[REDACTED]	Comments re the environmental scope of the Albion River Bridge Project	Email
5/4/2022	[REDACTED]	Rehabilitation Alternative is Essential	Email
5/5/2022	Albion Bridge Stewards	RE: PRELIMINARY COMMENTS, "ALBION RIVER BRIDGE REPLACEMENT/ REHABILITATION PROJECT" NOI AND EIS SCOPING	Email
5/5/2022	[REDACTED]	Albion River Bridge 2022	Email
5/5/2022	[REDACTED]	Albion River Bridge Comments	Email
5/6/2022	[REDACTED]	Save Historic Albion Bridge	Email
5/7/2022	[REDACTED]	Albion Bridge	Email
5/7/2022	[REDACTED]	Albion Bridge	Email
5/8/2022	[REDACTED]	Caltrans Multiple Projects in Albion	Email
5/9/2022	[REDACTED]	Albion River Bridge	Email
5/12/2022	[REDACTED]	Leave the Bridge	Email
5/13/2022	[REDACTED]	Albion River Bridge Alternatives	Email



Scoping Summary Report

Date	Submitted By	Subject	Method
5/16/2022	[REDACTED]	Scoping Comments on DEIS, Albion River Bridge Replacement	Email
5/17/2022	[REDACTED]	Keep the Albion River Bridge	Email
5/18/2022	[REDACTED]	Albion River Bridge Public Comments RE: Replacement/Rehabilitation Project	Email
5/20/2022	[REDACTED]	Additional Scoping Comment RE: Albion River Bridge Project	Email
5/20/2022	[REDACTED]	Albion Bridge	Email
5/20/2022	[REDACTED]	Albion Bridge	Email
5/20/2022	[REDACTED]	Albion River Bridge	Email
5/20/2022	[REDACTED]	Albion River Bridge	Email
5/20/2022	[REDACTED]	Albion River Bridge	Email
5/20/2022	[REDACTED]	Albion River Bridge	Email
5/20/2022	[REDACTED]	Albion River Bridge	Email
5/20/2022	[REDACTED]	Albion River Bridge	Email
5/20/2022	Mary Walsh, Sierra Club Mendocino Group	Albion River Bridge	Email
5/20/2022	[REDACTED]	Albion River Bridge (ARB) Seismic Retrofitting and Maintenance	Email
5/20/2022	[REDACTED]	Albion River Bridge Project	Email
5/20/2022	[REDACTED]	Albion River Bridge Replacement/Rehabilitation Project	Email
5/20/2022	[REDACTED]	Preserve the Albion Bridge	Email
5/20/2022	[REDACTED]	Public Comment: Scoping for Albion River Bridge Rehab/Replacement Project	Email
5/20/2022	[REDACTED]	Albion River Bridge Public Comment	Email
5/20/2022	[REDACTED]	Scoping Comments ARB removal/rehabilitation	Email
5/20/2022	[REDACTED]	Albion River Bridge Public Comment	Email

1

A copy of all mailed and emailed scoping comments received can be found in **Attachment G**.

¹ Excluding 15 Virtual Scoping Meeting Comments



A video of attendee comments made during the virtual public scoping meeting is viewable online at <https://youtu.be/olq8ePU51hl>.

SUMMARY OF COMMENT THEMES

A total of 44 comments were submitted in written format via email or U.S. Postal Mail during the Project's scoping period from April 15 to May 20, 2022. In addition, 15 public comments were received verbally during the virtual public scoping meeting

The following comment themes were identified:

- **Environmental**
 - Project requires EIS/EIR
 - Issues with NOI/NOP
 - Construction will present adverse effects on environment
 - Project has adverse socio/economic effects on community
 - Existing bridge is a historic landmark
 - Coho salmon critical habitat
 - Stormwater management/run-off
 - Share geotechnical investigation information with the public
- **Scoping Meeting**
 - Additional in-person scoping meeting (3-hour)
 - Request for a FAQ document to be made available immediately, prior to the end of the comment period
 - Comment period on the Federal Register ends on May 16, not May 20
- **Alternatives**
 - No Action Alternative
 - Supports maintenance of Albion River Bridge
 - Replacing the bridge would be a hazard to the Mendocino coastal community
 - Save hundreds of millions of dollars in replacement costs

- Bridge Rehabilitation
 - Upgrades to existing bridge
 - Seismic retrofit
 - Keep current bridge as a pedestrian and biking bridge and build a new bridge to east/west side of the current bridge
- Bridge Replacement
 - Existing bridge structure is outdated
 - Old bridge structure is a public safety issue
 - Supports modern materials
 - Aesthetically pleasing concrete bridge
 - Supports pedestrian and bike improvements
- **Highway 1 Safety**
 - New bridge would support speeding vehicles
 - Old bridge is a driving hazard
 - New bridge construction will create emergency medical care access issues for the elderly in the community
- **Economic Impact**
 - New bridge construction will create travel delays/affect business
 - Overlapping of projects in community
 - Salmon Creek Bridge Replacement Project
 - Navarro Ridge Drainage Project
 - Navarro Ridge Safety Project



ATTACHMENT A

NOTICE OF INTENT (NOI)



- E.O. 13112, Invasive Species
- E.O. 13985—Advancing Racial Equity and Support for Underserved Communities Through the Federal Government
- E.O. 13990—Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis
- E.O. 14008—Tackling the Climate Crisis at Home and Abroad
- Other EOs not listed, but related to highway projects.

The proposed renewal MOU would allow Caltrans to continue to act in the place of FHWA in carrying out the environmental review-related functions described above, except with respect to government-to-government consultations with federally recognized Indian Tribes. The FHWA will retain responsibility for conducting formal government-to-government consultation with federally recognized Indian Tribes, which is required under some of the listed laws and EOs. Caltrans will continue to handle routine consultations with the Tribes and understands that a Tribe has the right to direct consultation with FHWA upon request. Caltrans also may assist FHWA with formal consultations, with consent of a Tribe, but FHWA remains responsible for the consultation. Caltrans also will not assume FHWA's responsibilities for conformity determinations required under Section 176 of the CAA (42 U.S.C. 7506) or any responsibility under 23 U.S.C. 134 or 135, or under 49 U.S.C. 5303 or 5304.

The MOU content reflects Caltrans' desire to continue its participation in the Program. The FHWA and Caltrans have agreed to modify some of the provisions in the MOU to, among other things: clarify the categories of projects for which Caltrans is assigned responsibility, designate a Senior Agency Official at Caltrans consistent with 40 CFR 1508.1(dd); remove projects for which FHWA retained responsibilities for environmental review following a NEPA decision; update record retention requirements; provide for enhanced reporting to FHWA on issues including environmental justice analysis and associated mitigation, where applicable; revise provisions related to data and information requests; and revise provisions related to FHWA-initiated withdrawal of assigned projects.

Prior MOUs in this Program had 5-year terms. Changes to 23 U.S.C. 327(c)(5) under the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act, Pub. L. 117–58), enacted on November 15, 2021, require that MOUs have a term of 10

years for a State that has assumed the responsibility for environmental review under the Program for 10 years or longer. Caltrans has participated in this program for 15 years. Therefore, this proposed renewal MOU will have a term of 10 years.

A copy of the proposed renewal MOU and renewal package may be viewed on the DOT Docket, as described above, or may be obtained by contacting FHWA or the State at the addresses provided above. A copy also may be viewed on Caltrans' website at: <https://dot.ca.gov/programs/environmental-analysis/nepa-assignment>.

The FHWA California Division, in consultation with FHWA Headquarters, will consider the comments submitted when making its decision on the proposed MOU revision. Any final renewal MOU approved by FHWA may include changes based on comments and consultations relating to the proposed renewal MOU and will be made publicly available.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing E.O. 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 327; 42 U.S.C. 4331, 4332; 23 CFR 773; 40 CFR 1507.3, 1508.4.

Stephanie Pollack,
Deputy Administrator, Federal Highway Administration.

[FR Doc. 2022–08294 Filed 4–18–22; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Mendocino, California

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare a Draft Environmental Impact Statement (DEIS).

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that a DEIS and Section 4(f) evaluation will be prepared for the Albion River Bridge Replacement/Rehabilitation Project (Project) on State Route (SR) 1, in Mendocino County, California, from post mile 43.3 to post mile 44.2.

DATES: This notice will be accompanied by a 30-day public scoping comment

period from April 15, 2022, to May 16, 2022. The deadline for public comments is Monday, May 16, 2022.

Virtual Scoping Meeting: The virtual scoping meeting will be held on Thursday, May 5, 2022, from 6:00 p.m. to 7:30 p.m. via WebEx by accessing the following online meeting information below: To attend the Virtual Public Scoping Meeting online, enter this WebEx address into your web browser:

- bit.ly/Albion_Public_Meeting and enter this password: `albionriver1`
- To attend the Virtual Public Scoping Meeting by phone, call this WebEx dial-in phone number:
- +1-408-418-9388 and enter this meeting code at the prompt: 2484 877 6866

ADDRESSES: To submit comments on the NOI, please submit them by one of the following means to ensure you do not duplicate your submissions:

- Mail: California Department of Transportation, Attention: Liza Walker, Caltrans District 1, 1656 Union Street, Eureka, CA 95501.

- Email: albionbridge@dot.ca.gov.

The comments received during this 30-day comment period will be published in the DEIS without change, including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Liza Walker, Environmental Branch Chief, Caltrans District 1, 1656 Union Street, Eureka, CA 95501, telephone (707) 441–5672 or email albionbridge@dot.ca.gov.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans as the assigned National Environmental Policy Act (NEPA) agency, will prepare a DEIS and Section 4(f) evaluation on a proposal for a bridge replacement/rehabilitation project in Mendocino County, California. The proposed project would involve either the replacement or rehabilitation of the existing bridge, as well as a no-action alternative, on SR 1 between post mile 43.3 to post mile 44.2.

Purpose and Need for the Proposed Action: The purpose of this Project is to either replace or rehabilitate the seismically and structurally deficient Albion River Bridge with a structure that would ensure the safety and reliability of this critical link on SR 1 of the state highway system. The Project is needed to address several critical deficiencies associated with the existing bridge. Correcting these deficiencies would improve safety for all users and reduce the chance of catastrophic bridge failure.

Preliminary Description of the Proposed Action and Alternatives: A reasonable range of alternatives for detailed study in the DEIS is currently being considered and will be refined in consideration of agency and public comments received during the 30-day NOI comment period. In addition to the No Action Alternative, potential project alternatives include bridge replacement and bridge rehabilitation. A preliminary description of these potential alternatives is provided below.

The No Action Alternative assumes no improvements other than those implemented as part of routine maintenance. The Bridge Replacement Alternatives would replace the existing Albion River Bridge with a new bridge. Various bridge replacement concepts will be considered during the scoping process, including a west alignment constructed to the west of the existing bridge, an east alignment constructed to the east of the existing bridge, and on-alignment constructed slightly west of the existing alignment. The Bridge Rehabilitation Alternatives would require major work to extend the service life of the existing Albion River Bridge. The Bridge Rehabilitation Alternatives would include rehabilitation of the bridge for motor vehicle use by widening the bridge and upgrading the bridge rails, or rehabilitation of the bridge as a pedestrian-only bridge alongside one of the bridge replacement alternatives. The operability of the bridge would need to be maintained while addressing structural deficiencies, geometric deficiencies, and operational reliability of the bridge.

Summary of Expected Impacts: The DEIS will include an evaluation of the potential social, economic, and environmental effects resulting from the implementation of the Project. Based on preliminary review of existing conditions within and in proximity to the Project location, the implementation of the Project could result in effects to cultural and historic resources; community resources; parks and recreational areas; threatened and endangered species; wetlands; coastal resources; navigable waters; hazardous waste and contaminated materials; floodplains; noise; air quality; and visual resources. The analyses and evaluations conducted for the DEIS will identify the potential for effects; whether the anticipated effects would be adverse; and mitigation measures for adverse effects. Evaluations under Section 4(f) of the USDOT Act of 1966, 23 CFR part 774, will be prepared, and consultation under Section 106 of the National Historic Preservation Act of 1966, 54 U.S.C. 300101–307108, will be

undertaken concurrently with the NEPA/CEQA environmental review processes.

Anticipated Permits and Other Authorizations: Potential permits and approvals for the Project include: U.S. Army Corps of Engineers (USACE) permits under section 404 of the Clean Water Act, 33 U.S.C. 1344, and section 10 of the Rivers and Harbors Act, 33 U.S.C. 403, for construction in the Albion River and potential wetland impacts; U.S. Coast Guard (USCG) Bridge Permit, which establishes allowable clearances for bridges over navigable waterways such as the Albion River; National Marine Fisheries Service (NMFS) section 7 Endangered Species Act, 16 U.S.C. 1536, NMFS Essential Fish Habitat Consultation for potential impacts to species due to construction in the Albion River, consultation for potential impacts on threatened and/or endangered species; U.S. Fish and Wildlife Service (USFWS) section 7 Endangered Species Act, 16 U.S.C. 1536, consultation for potential impacts to federally-listed threatened species; as well as any other relevant California State and Local Agency permits and authorizations.

Schedule for the Decision-Making Process: The Project schedule will be established as part of the requirements of the environmental review process under 23 U.S.C. 139 Efficient environmental reviews for project decision-making.

The anticipated project schedule is outlined below:

- Public Scoping Meetings (May 2022)
- Scoping Report Publication (June 2022)
- Notice of Availability of the DEIS (May 2023)
- Public Hearing (June 2023)
- End of DEIS Comment Period (July 2023)
- Publish Single Final EIS (FEIS)/ROD (March 2024)

A Description of the Public Scoping Process: Public and agency outreach will include a formal Public Scoping Meeting scheduled in May 2022. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, Native American Tribes and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A Public Hearing on the DEIS will also be scheduled during circulation of the environmental document.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions

are invited from all interested parties. Comments or questions concerning this proposed action and the DEIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Dated: April 12, 2022.

Christina Leach,

Acting Director, Planning, Environment and Right of Way, Federal Highway Administration, California Division.

[FR Doc. 2022-08270 Filed 4-18-22; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2021–0086]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Investigation-Based Crash Data Studies

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice and request for comments on an extension with modification of a currently approved information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) abstracted below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This document describes a currently approved collection of information for which NHTSA intends to seek approval from OMB for extension with modification on NHTSA's Investigation-Based Crash Data Studies: Crash Investigation Sampling System (CISS), Special Crash Investigation (SCI) and Special Study Data Collection. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on January 26, 2022. No comments were received.

DATES: Comments must be submitted on or before May 19, 2022.

ADDRESSES: Written comments and recommendations for the proposed information collection, including



ATTACHMENT B

PUBLIC NOTICE ADVERTISEMENTS

Fort Bragg Advocate News | Thursday, April 14, 2022



PUBLIC NOTICE

NOTICE OF INTENT PUBLIC VIRTUAL SCOPING MEETING

WHAT IS PLANNED

The California Department of Transportation (Caltrans) in cooperation with the Federal Highway Administration (FHWA) is proposing a project to either replace or rehabilitate the seismically and structurally deficient Albion River Bridge with a structure that would ensure the safety and reliability of this critical link on State Route 1 of the state highway system in Mendocino County.

WHY THIS NOTICE

Caltrans is hosting a virtual (online) public scoping meeting to allow interested individuals and agencies the opportunity to review project information and comment on the scope and content of the technical studies to be developed during preparation of the Draft Environmental Impact Statement and Section 4(F) Evaluation.



This virtual public scoping meeting will be held on Thursday, May 5, 2022 from 6 p.m. - 7:30 p.m. online via WebEx by accessing the following online meeting information below:

To attend the Virtual Public Scoping Meeting online, enter this WebEx address into your web browser:
bit.ly/Albion_Public_Meeting and enter this password: **albionriver1**

To attend the Virtual Public Scoping Meeting by phone, call this WebEx dial-in phone number:
(408) 418-9388 and enter this meeting code at the prompt: **2484 877 6866**

Caltrans staff and project team members will be available to receive comments or suggestions for consideration at this meeting. For those unable to attend the meeting, project information will be available on the following web page: <https://AlbionRiverBridge.com>

There will be another opportunity to attend a public meeting during the Draft Environmental Document's circulation and review period.

SUBMITTING COMMENTS

Submission of comments on the environmental scope of the Project are invited from all interested parties beginning on **Friday, April 15, 2022 and must be received by Monday, May 16, 2022**. Comments can also be submitted via the following options:

U.S. Mail: California Department of Transportation
Attention: Liza Walker, Caltrans District 1
1656 Union Street
Eureka, CA 95501
Email: albionbridge@dot.ca.gov
Telephone: (707) 441-5672

SPECIAL ACCOMMODATIONS

For individuals with sensory disabilities, this document can be made available in Braille, large print, audiocassette, or computer disc. To obtain a copy in one of these alternate formats, please contact Manny Machado, Public Information Office-District 1, at (707) 496-6879.

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Scoping Summary Report
Attachment B – Public Notice Advertisements

Fort Bragg Advocate-News

690 S. Main Street
Fort Bragg, California 95437
707-964-5642

3800573

CALTRANS DISTRICT 1
1656 UNION ST
EUREKA, CA 95501

Legal No. **0006659478**

**PROOF OF PUBLICATION
(2015.5 C.C.P.)**

**STATE OF CALIFORNIA
COUNTY OF MENDOCINO**

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the Office Clerk of the Fort Bragg Advocate-News, a newspaper of general circulation by the Superior Court of the County of Mendocino, State of California under the date of May 9, 1952 - Case Number 9151, that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been printed in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates:

04/14/2022

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Fort Bragg, California,
April 14th, 2022

A handwritten signature in black ink, appearing to read 'Audrey Taylor', written over a horizontal line.

Audrey Taylor, LEGAL CLERK



The Mendocino Beacon | Thursday, April 14, 2022



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The Mendocino Beacon

690 S. Main Street
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CALTRANS DISTRICT 1
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EUREKA, CA 95501

Legal No. **0006659482**

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(2015.5 C.C.P.)**

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COUNTY OF MENDOCINO**

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04/14/2022

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Fort Bragg, California,
April 14th, 2022

Audrey Taylor, LEGAL CLERK

Fort Bragg Advocate-News | Thursday, April 28, 2022

Legal Notices

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Legal Notices

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SUPPLEMENTAL PUBLIC NOTICE NOTICE OF INTENT PUBLIC VIRTUAL SCOPING MEETING

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Legal No. 0006662594

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COUNTY OF MENDOCINO**

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04/28/2022

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Fort Bragg, California,
April 29th, 2022

Audrey Taylor, LEGAL CLERK



The Mendocino Beacon | Thursday, April 28, 2022

Legal Notices

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SUPPLEMENTAL PUBLIC NOTICE

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The Mendocino Beacon

690 S. Main Street
Fort Bragg, California 95437
707-964-5642

3800573

CALTRANS DISTRICT 1
1656 UNION ST
EUREKA, CA 95501

Legal No. **0006662603**

**PROOF OF PUBLICATION
(2015.5 C.C.P.)**

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04/28/2022

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Dated at Fort Bragg, California,
April 29th, 2022

Audrey Taylor, LEGAL CLERK



ATTACHMENT C

DIRECT MAIL BROCHURE



Scoping Summary Report
Attachment C – Direct Mail Brochure

Direct Mail Piece – Exterior Section (11-in x 17-in Folded) | Thursday, April 28, 2022



California Department of Transportation
Caltrans District 1
1656 Union Street
Eureka, CA 95501





Albion River Bridge Replacement/ Rehabilitation Project



Join Our Virtual (Online) Public Scoping Meeting/ Albion River Bridge Replacement/ Rehabilitation Project

Thursday, May 5, 2022 | 6:00 – 7:30 p.m.

The California Department of Transportation (Caltrans) in cooperation with the Federal Highway Administration (FHWA) is initiating an Environmental Impact Statement (EIS) for the proposed Albion River Bridge Replacement/Rehabilitation Project (Project) in Mendocino County in California. The Project is located on State Route 1 from post mile 43.3 to 44.2.

The purpose of this Project is to either replace or rehabilitate the seismically and structurally deficient Albion River Bridge with a structure that would ensure the safety and reliability of this critical link on the state highway system.

Rehabilitation Project. See details inside!
comments on the Albion River Bridge Replacement/
in a virtual public scoping meeting to participate
Administration (FHWA) invite you to participate
(Caltrans) in cooperation with the Federal Highway

What is Planned

The California Department of Transportation (Caltrans) in cooperation with the Federal Highway Administration (FHWA) is initiating an Environmental Impact Statement (EIS) for the proposed Albion River Bridge Replacement/Rehabilitation Project (Project) in Mendocino County in California. The Project is located on State Route 1 from post mile 43.3 to 44.2.

The purpose of this Project is to either replace or rehabilitate the seismically and structurally deficient Albion River Bridge with a structure that would ensure the safety and reliability of this critical link on the state highway system.



Albion Cove
Albion
Whitesboro Cove
Whitesboro
Project Location
California
Albion River Bridge



Scoping Summary Report Attachment C – Direct Mail Brochure

Direct Mail Piece – Interior Section (11-in x 17-in Folded) | Thursday, April 28, 2022

What are the Alternatives

A reasonable range of alternatives for detailed study in the Draft EIS (DEIS) is currently being considered. In addition to the No Action Alternative, potential project alternatives include bridge replacement and bridge rehabilitation.

No Action Alternative

The No Action Alternative assumes no improvements other than those implemented as part of routine maintenance.

Bridge Replacement Alternatives

The Bridge Replacement Alternatives would replace the existing Albion River Bridge with a new bridge. Various bridge replacement concepts will be considered during the scoping process, including a west alignment constructed to the west of the existing

bridge, an east alignment constructed to the east of the existing bridge, and on-alignment constructed slightly west of the existing alignment.

Bridge Rehabilitation Alternatives

The Bridge Rehabilitation Alternatives would require major work to extend the service life of the existing Albion River Bridge. The Bridge Rehabilitation Alternatives would include rehabilitation of the bridge for motor vehicle use by widening the bridge and upgrading the bridge rails, or rehabilitation of the bridge as a pedestrian-only bridge alongside one of the bridge replacement alternatives. The operability of the bridge would need to be maintained while addressing structural deficiencies, geometric deficiencies, and operational reliability of the bridge.

Join Our Virtual (Online) Public Scoping Meeting

Thursday, May 5, 2022

6:00 – 7:30 p.m.

Online via WebEx or Phone



Web Address: bit.ly/Albion_Public_Meeting
Password: [albionriver1](#)



Phone: (408) 418-9388
Meeting Code: 2484 877 6866

Caltrans is hosting a virtual (online) public scoping meeting to allow interested individuals and agencies the opportunity to review project information and comment on the scope and content of the technical studies to be developed during preparation of the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation.

Caltrans staff and project team members will be available to receive comments or suggestions for consideration at this meeting. For those unable to attend the meeting, project information will be available on the following web page: <https://AlbionRiverBridge.com>

Special Accommodations

For individuals with sensory disabilities, this document can be made available in Braille, large print, audiocassette, or computer disc. To obtain a copy in one of these alternate formats, please contact Manny Machado, Public Information Office-District 1, at (707) 496-6879.

For additional accessibility preferences, please call (707) 441-5672 or email albionbridge@dot.ca.gov. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1 (800) 735-2929 or 711.

Albion River Bridge Replacement/Rehabilitation Project

Mail-In Comment Form

Use this mail-in comment form to provide us with your feedback.

Mail this completed form to:

California Department of Transportation
Attention: Liza Walker, Caltrans District 1
1656 Union Street, Eureka, CA 95501

Contact Information

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Comments (please write legibly)

Submit Your Comments by Friday, May 20, 2022

Submission of comments on the environmental scope of the Project are invited from all interested parties **beginning on Friday, April 15, 2022 and must be received by Friday, May 20, 2022.**

Comments may be submitted via the following options:



California Department of Transportation
Attention: Liza Walker
Caltrans District 1
1656 Union Street
Eureka, CA 95501



albionbridge@dot.ca.gov



(707) 441-5672





ATTACHMENT D SOCIAL MEDIA POSTS



Scoping Summary Report
Attachment D – Social Media Posts

Caltrans District 1 Facebook Post | Thursday, April 21, 2022

 Caltrans District 1  April 21 · 🌐

The California Department of Transportation (Caltrans) invites you to attend a Virtual (Online) Public Scoping Meeting for the Albion River Bridge Replacement/Rehabilitation Project on Thursday May 5, 2022 from 6 p.m. – 7:30 p.m.

Caltrans in cooperation with the Federal Highway Administration (FHWA) is proposing a project to either replace or rehabilitate the seismically and structurally deficient Albion River Bridge with a structure that would ensure the safety and reliability of this critical link on State Route 1 of the state highway system in Mendocino County.

This virtual scoping meeting will allow interested individuals and agencies the opportunity to review project information and comment on the scope and content of the technical studies to be developed during preparation of the Draft Environmental Impact Statement and Section 4(F) Evaluation.

To attend the Virtual Public Scoping Meeting online, enter this WebEx address into your web browser: bit.ly/Albion_Public_Meeting and enter this password: albionriver1


To attend the meeting by phone, call this WebEx dial-in phone number: (408) 418-9388 and enter this meeting code at the prompt: 2484 877 6866

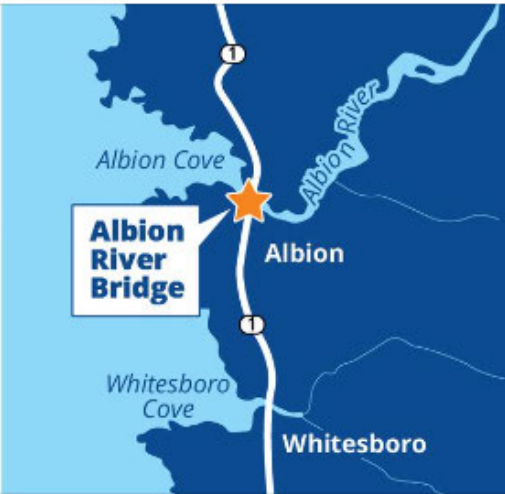
For more information, please visit <https://AlbionRiverBridge.com> or call (707) 441-5672.

PUBLIC VIRTUAL SCOPING MEETING




Thursday, May 5, 2022



6 p.m. – 7:30 p.m.

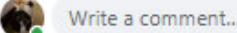









14 1 Comment 7 Shares

 Like  Comment  Share

 Juliet Wells
Please save the Albion Bridge.
Like Reply 9w  2

 Write a comment...     



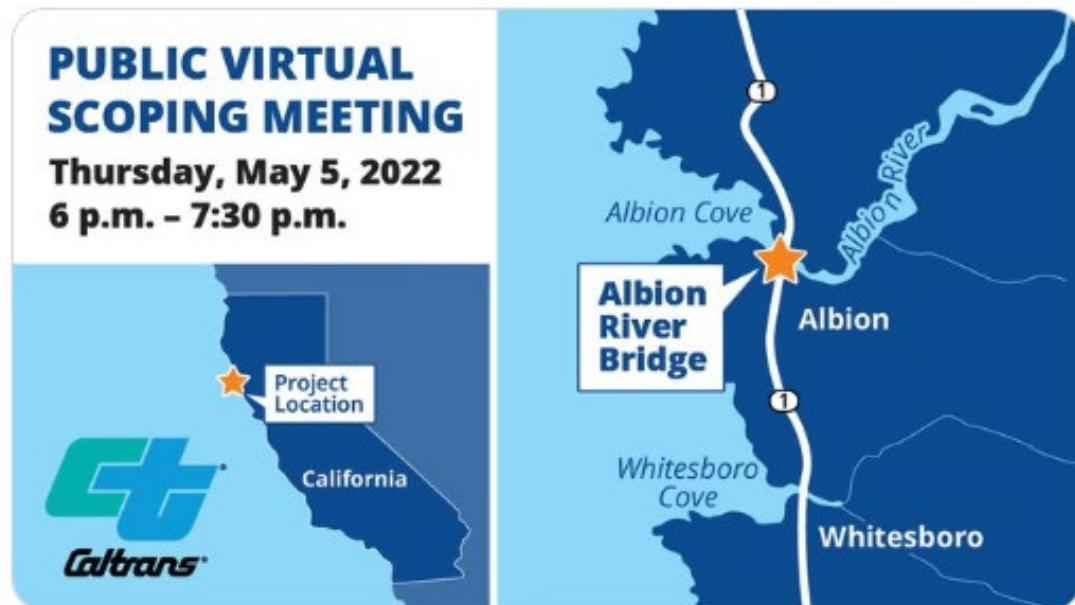
Caltrans District 1 Twitter Post | Thursday, April 21, 2022



Caltrans District 1 @CaltransDist1 · Apr 21

...

Caltrans invites you to attend a May 5th Virtual (Online) Public Scoping Meeting for the Albion River Bridge Replacement/Rehabilitation Project. For details, visit AlbionRiverBridge.com or call (707) 441-5672.





Scoping Summary Report
Attachment D – Social Media Posts

Caltrans District 1 Instagram Post (Top and Bottom of Post) | Thursday, May 5, 2022



Albion River Bridge

Albion Cove
Whitesboro Cove
Albion
Whitesboro

Project Location
California

PUBLIC VIRTUAL SCOPING MEETING
Thursday, May 5, 2022
6 p.m. – 7:30 p.m.



caltransdist1 • Follow

caltransdist1 The California Department of Transportation (Caltrans) invites you to attend a Virtual (Online) Public Scoping Meeting for the Albion River Bridge Replacement/Rehabilitation Project on Thursday May 5, 2022 from 6 p.m. – 7:30 p.m.

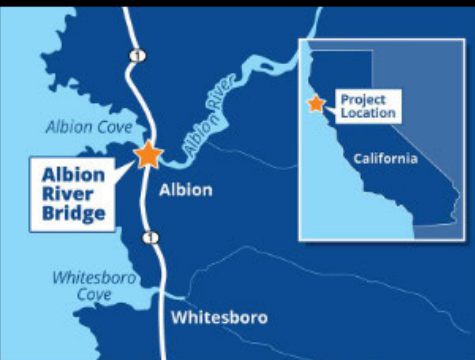
Caltrans in cooperation with the Federal Highway Administration (FHWA) is proposing a project to either replace or rehabilitate the seismically and structurally deficient Albion River Bridge with a structure that would ensure the safety and reliability of this critical link on State Route 1 of the state highway system in Mendocino County.

Liked by guestofeagles and others

APRIL 21

Add a comment...

Post




Albion River Bridge

Albion Cove
Whitesboro Cove
Albion
Whitesboro

Project Location
California

PUBLIC VIRTUAL SCOPING MEETING
Thursday, May 5, 2022
6 p.m. – 7:30 p.m.



caltransdist1 • Follow

caltransdist1 Today is the day! The Virtual (Online) Public Scoping Meeting for the Albion River Bridge Replacement/Rehabilitation Project begins at 6 p.m. PST.

This virtual scoping meeting will allow interested individuals and agencies the opportunity to review project information and comment on the scope and content of the technical studies to be developed during preparation of the Draft Environmental Impact Statement and Section 4(F) Evaluation.

For more information, visit <https://AlbionRiverBridge.com> or call (707) 444-5572.

Liked by jtvanbonn and others

MAY 5

Add a comment...

Post



Caltrans District 1 Facebook Post | Thursday, May 5, 2022



Caltrans District 1 
May 5 · 🌐

Today is the day! The Virtual (Online) Public Scoping Meeting for the Albion River Bridge Replacement/Rehabilitation Project begins at 6 p.m. PST.

This virtual scoping meeting will allow interested individuals and agencies the opportunity to review project information and comment on the scope and content of the technical studies to be developed during preparation of the Draft Environmental Impact Statement and Section 4(F) Evaluation.

For more information, visit <https://AlbionRiverBridge.com> or call (707) 441-5672.

**PUBLIC VIRTUAL
SCOPING MEETING**

Thursday, May 5, 2022

6 p.m. – 7:30 p.m.



 5

3 Shares

 Like

 Comment

 Share



Write a comment...





Scoping Summary Report

Attachment E – Webpage & Online Brochure

ATTACHMENT E

WEBPAGE & ONLINE BROCHURE

Albion River Bridge Webpage (Top Half)

California COVID-19 Vaccine Survey Please take 5 minutes to complete a COVID-19 vaccine survey.

CA.gov

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Caltrans


Travel Work with Caltrans Programs Caltrans Near Me Search

Home | Caltrans Near Me | District 1 | District 1 Current Projects | Albion River Bridge

Albion River Bridge Replacement/Rehabilitation Project

The Project

The California Department of Transportation (Caltrans) in cooperation with the Federal Highway Administration (FHWA) is initiating an Environmental Impact Statement (EIS) for the proposed Albion River Bridge Replacement/Rehabilitation Project in Mendocino County in California. The Project is located on State Route 1 from post mile 43.3 to 44.2.



Project Alternatives

A reasonable range of alternatives for detailed study in the Draft EIS (DEIS) is currently being considered. In addition to the No Action Alternative, potential project alternatives include bridge replacement and bridge rehabilitation. The No Action Alternative assumes no improvements other than those implemented as part of routine maintenance.

The Bridge Replacement Alternatives would replace the existing Albion River Bridge with a new bridge. Various bridge replacement concepts will be considered during the scoping process, including a west alignment constructed to the west of the existing bridge, an east alignment constructed to the east of the existing bridge, and an alignment constructed slightly west of the existing alignment.


The Bridge Rehabilitation Alternatives would require major work to extend the service life of the existing Albion River Bridge. The Bridge Rehabilitation Alternatives would include rehabilitation of the bridge for motor vehicle use by widening the bridge and upgrading the bridge rails, or rehabilitation of the bridge as a pedestrian only bridge alongside one of the bridge replacement alternatives. The operability of the bridge would need to be maintained while addressing structural deficiencies, geometric deficiencies, and operational reliability of the bridge.

Project Benefits



- Addressing the structural and seismic deficiencies of the bridge and approach roadways, will ensure uninterrupted traffic movement on SR 1
- Providing wider shoulders on roadway approaches and bridge deck
- Improving safety and access for bicyclists and pedestrians
- Reducing maintenance costs
- Minimizing traffic delays associated with bridge inspection, maintenance and repairs

Project Schedule

- Notice of Intent: April 15, 2022
- 30 day Public Comment Period: April 15 May 20, 2022
- Public Scoping Meeting: May 5, 2022
- Circulation of Draft Environmental Document (DED): April 2023
- Project Approval & Final Environmental Document (PA&ED): April 2024
- Plans & Estimate: June 2026
- Right of Way Certification (RWC): August 2026
- Contract Advertisement: November 2026
- Contract Award: January 2027
- Begin Construction: May 2027
- Construction Contract Acceptance: October 2031




ALBION RIVER BRIDGE

(Albion River Bridge: Current)

View the Virtual Public Scoping Meeting

Caltrans District 1 hosted a public scoping meeting on May 5, 2022, to facilitate the submission of formal comments and share information about the environmental review process and the overall project. View a recording of the meeting by clicking on the video below.



District 1



Scoping Summary Report Attachment E – Webpage & Online Brochure

Albion River Bridge Webpage (Bottom Half)

Project Funding Estimates

- Right of Way Capital: \$8,465K
- Construction Capital: \$65,873K

Environmental Scoping Process

Scoping is the process used to determine the appropriate contents of an Environmental Impact Statement (EIS). Public participation is an integral part of scoping. The first scoping step was to announce to the public, by a Federal Register Notice of Intent (NOI) and press releases, that an EIS will be prepared and to ask for comments about what should be included. This initiated the 30 day public comment period, April 15 May 20, 2022. The NOI is linked in the list below.

- NOI Document (External Link)
- Project Brochure (PDF)
- Virtual Public Scoping Meeting May 2022 - PowerPoint (PDF)

Documents

Accessibility Assistance: Caltrans makes every attempt to ensure our documents are accessible. Due to variances between assistive technologies, there may be portions of this document which are not accessible. Where documents cannot be made accessible, we are committed to providing alternative access to the content. Should you need additional assistance, please contact us at 1 916 654 2852 (and/or a division contact) or visit <https://dot.ca.gov/request-ada-compliant-documents>.

- Bridge Inspection Report - April 2021 (PDF)
- Bridge Life Cycle Cost Analysis - May 2021 (PDF)
- Alt 1C CIP Concrete Box Girder (Arch - West Alignment) (PDF)

Receive Updates

- Sign up for email updates on the Albion River Project here.
- Follow Caltrans District 1 on Facebook and follow Caltrans District 1 on Instagram

For more information, contact:

Project Manager: Frank Demling

Public Information Officer: Manny Machado

Email: albionbridge@dot.ca.gov

Phone: 1 707 441 5672

Statewide Campaigns

- | | | | |
|----------------------|---------------------------------------|---|---------------------------------|
| ▶ ADA Access | ▶ California Climate Investments | ▶ Energy Upgrade | ▶ REAL ID |
| ▶ Adopt-A-Highway | ▶ California Connected | ▶ Go Safely California | ▶ Save Our Water |
| ▶ Amber Alert | ▶ California Transportation Plan 2050 | ▶ Keep Your Home | ▶ Stormwater Education Campaign |
| ▶ Be Work Zone Alert | ▶ Clean California | ▶ Move Over Law | ▶ Tenant and Landlord Resources |
| ▶ CAL FIRE | | ▶ caloes.ca.gov : Power Outage and Fire Recovery Resources | ▶ Unclaimed Property |

[Back to Top](#) [Accessibility](#) [Privacy Policy](#) [Conditions of Use](#) [Register to Vote](#)





Webpage Video Link | www.AlbionRiverBridge.com

The banner is divided into two main sections. The left section features a large orange circle with a white 'C' logo, followed by the text 'Albion River Bridge Replacement...' in a large, light blue font. Below this is the 'ALBION RIVER BRIDGE' logo, which includes a stylized mountain and sun graphic. Underneath the logo is a large black play button icon. The text 'Albion River Bridge Replacement/Rehabilitation Project' is written in a bold, blue font, with 'Virtual Public Scoping Meeting' in a smaller, green font below it. The right section of the banner is separated by a vertical line and contains the following text: 'CALTRANS DISTRICT 1', 'ONLINE VIA WEBEX', '6 P.M. – 7:30 P.M.', and 'THURSDAY, MAY 5, 2022'. At the bottom of the banner, there is an orange bar with the text 'District 1' on the left and the Caltrans logo on the right.

C Albion River Bridge Replacement...

ALBION RIVER BRIDGE

Albion River Bridge
Replacement/Rehabilitation Project
Virtual Public Scoping Meeting

CALTRANS DISTRICT 1
ONLINE VIA WEBEX
6 P.M. – 7:30 P.M.
THURSDAY, MAY 5, 2022

District 1

Online Brochure (Comment Form)

ALBION RIVER BRIDGE REPLACEMENT/ REHABILITATION PROJECT

What is Planned

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Virtual (Online) Public Scoping Meeting

Date and Time	Online via Webex or Phone
Thursday, May 5, 2022	Web Address: blt.ly/Albion_Public_Meeting
6:00 – 7:30 p.m.	Password: albionriver1
	Phone: (408) 418-9388
	Meeting Code: 2484 877 6866

Caltrans is hosting a virtual (online) public scoping meeting to allow interested individuals and agencies the opportunity to review project information and comment on the scope and content of the technical studies to be developed during preparation of the DEIS and Section 4(f) Evaluation.

Caltrans staff and project team members will be available to receive comments or suggestions for consideration at this meeting. For those unable to attend the meeting, project information will be available on the following web page: <https://AlbionRiverBridge.com>

Special Accommodations for Virtual (Online) Public Scoping Meeting

For individuals with sensory disabilities, this document can be made available in Braille, large print, audiocassette, or computer disc. To obtain a copy in one of these alternate formats, please contact Manny Machado, Public Information Office-District 1, at (707) 496-6879.

For additional accessibility preferences, please call (707) 441-5672 or email albionbridge@dot.ca.gov. For the deaf, hard of hearing or speech impaired (TDD), users may contact the California Relay Service TTY and/or Voice Line at 1 (800) 735-2929 or 711.



Albion River Bridge Replacement/Rehabilitation Project Mail-in Public Comment Form

Please use this mail-in comment form to provide us with your feedback on the Albion River Bridge Replacement/Rehabilitation Project.

Mail this completed form to:

California Department of Transportation
Attention: Liza Walker, Caltrans District 1
1656 Union Street, Eureka, CA 95501

Contact Information

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Comments (Please Write Legibly)

Submit Your Comments by Friday, May 20, 2022

Submission of comments on the environmental scope of the Project are invited from all interested parties **beginning on Friday, April 15, 2022, and must be received by Friday, May 20, 2022.**

Comments may be submitted via the following options:



California Department of Transportation
Attention: Liza Walker
Caltrans District 1
1656 Union Street Eureka, CA 95501



albionbridge@dot.ca.gov



(707) 441-5672





ATTACHMENT F VIRTUAL SCOPING MEETING (PRESENTATION SCREEN SHOTS)

Virtual Public Scoping Meeting Screen Shots | May 5, 2022 from 6:00–7:30 p.m.



Matthew Derby Manny Machado Maria Levario Frank Demling Tammy Teurn

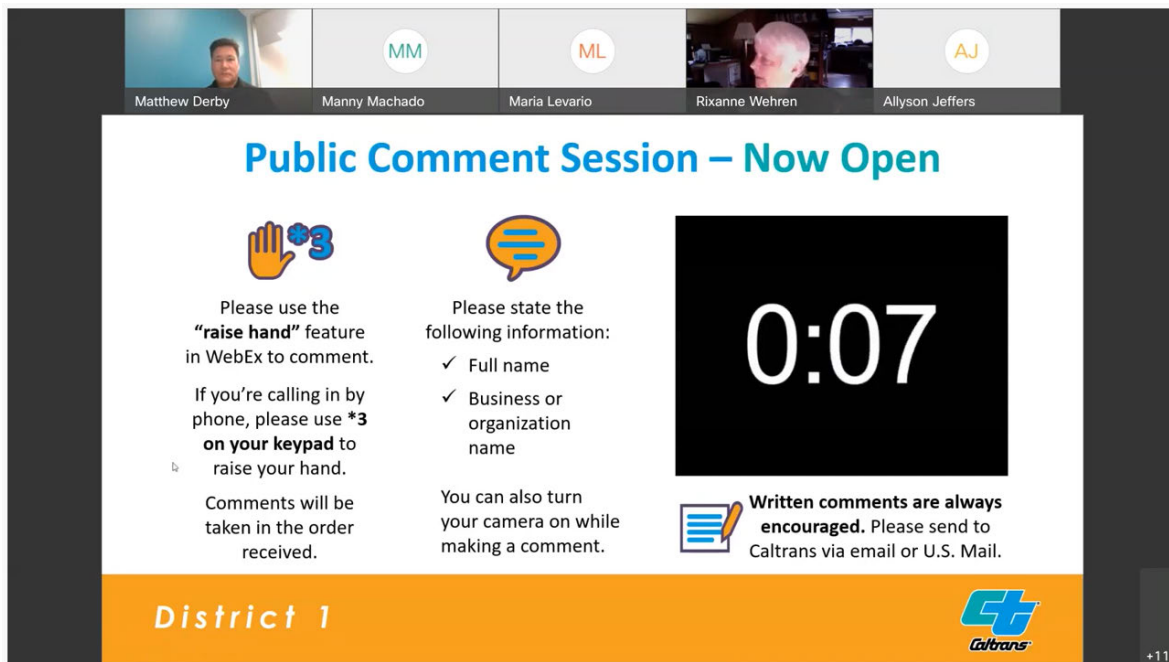
Agenda

- Meeting Rules
- Introduction of Project Staff
- Meeting Presentation
- Open Public Comment Session

District 1




+10



Matthew Derby Manny Machado Maria Levario Rixanne Wehren Allyson Jeffers


Public Comment Session – Now Open



Please use the “raise hand” feature in WebEx to comment.

If you’re calling in by phone, please use ***3 on your keypad** to raise your hand.


Comments will be taken in the order received.




Please state the following information:

- ✓ Full name
- ✓ Business or organization name


You can also turn your camera on while making a comment.



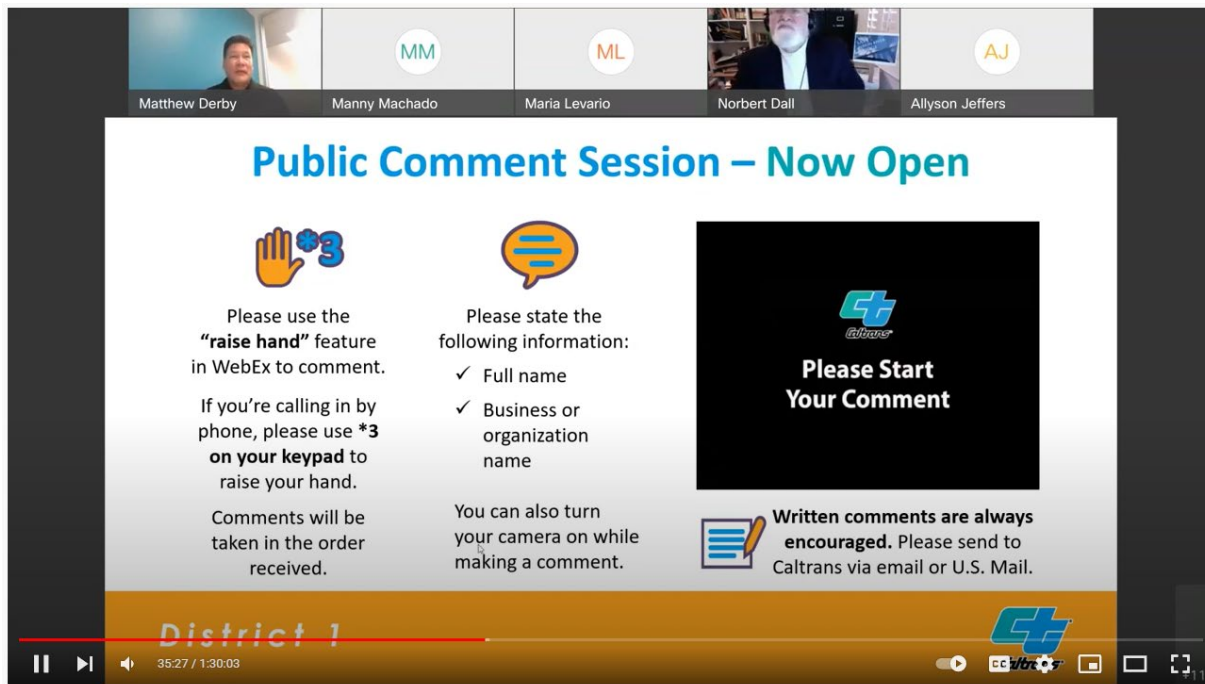
Written comments are always encouraged. Please send to Caltrans via email or U.S. Mail.




District 1



+11




Public Comment Session – Now Open



Please use the “raise hand” feature in WebEx to comment.

If you’re calling in by phone, please use ***3 on your keypad** to raise your hand.


Comments will be taken in the order received.




Please state the following information:

- ✓ Full name
- ✓ Business or organization name

You can also turn your camera on while making a comment.

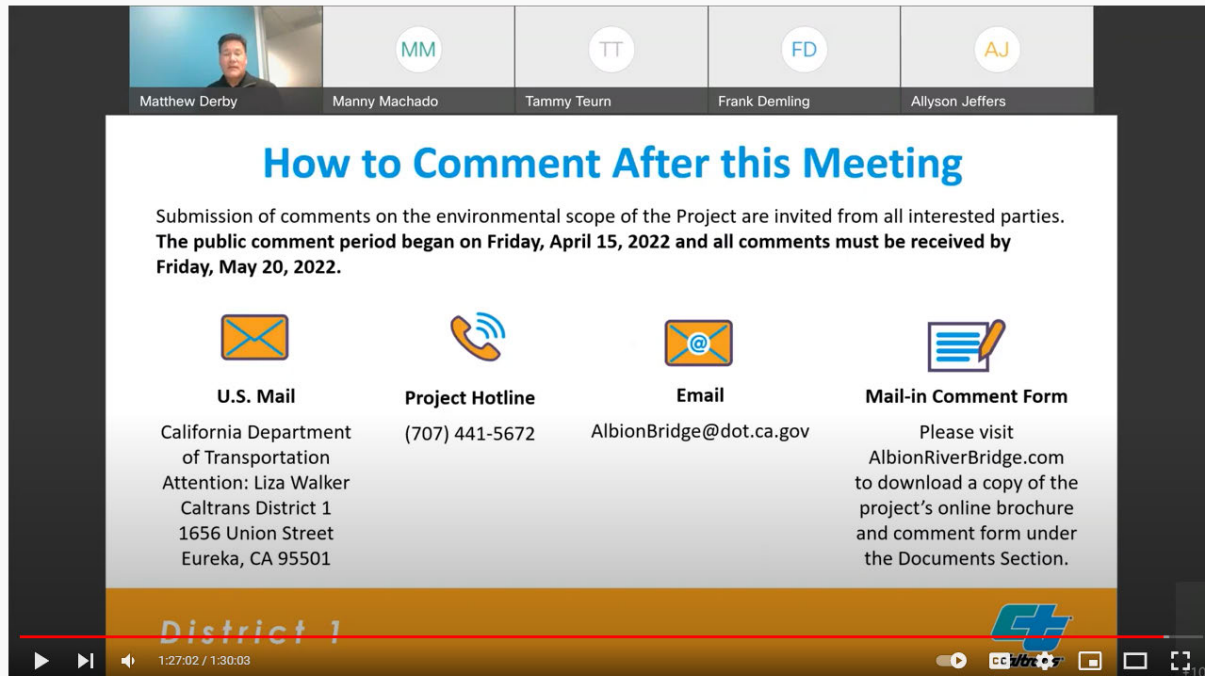


Please Start Your Comment




Written comments are always encouraged. Please send to Caltrans via email or U.S. Mail.

District 1




How to Comment After this Meeting

Submission of comments on the environmental scope of the Project are invited from all interested parties. **The public comment period began on Friday, April 15, 2022 and all comments must be received by Friday, May 20, 2022.**




U.S. Mail

California Department of Transportation
Attention: Liza Walker
Caltrans District 1
1656 Union Street
Eureka, CA 95501




Project Hotline

(707) 441-5672



Email

AlbionBridge@dot.ca.gov



Mail-in Comment Form

Please visit AlbionRiverBridge.com to download a copy of the project’s online brochure and comment form under the Documents Section.

District 1



ATTACHMENT G COMMENTS SUBMITTAL (MAILED AND EMAILED COMMENTS)

Albion Bridge Stewards

A working group of the Albion Community Advisory Board

P.O. Box 363
Albion, CA 95410

By Electronic Mail

May 5, 2022

Ms. Liza Walker, Environmental Branch Chief
Caltrans District 1
1656 Union Street
Eureka, CA 95501
albionbridge@dot.ca.gov

Ms. Christina Leach, Acting Director, FHWA California Division
Office of Planning, Environment, and Right of Way
650 Capitol Mall, Ste. 4-100
Sacramento, CA 95814-4708
Christina.Leach@dot.gov

RE: PRELIMINARY COMMENTS, "ALBION RIVER BRIDGE REPLACEMENT/
REHABILITATION PROJECT" NOI AND EIS SCOPING

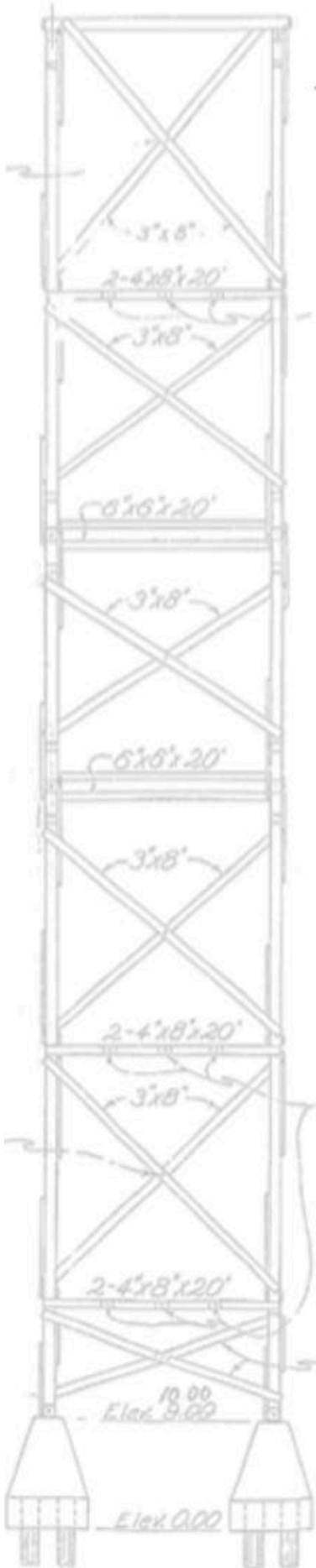
Dear Ms. Walker and Ms. Leach:

By this letter, please find our preliminary comments (1) on the California Department of Transportation's (CDOT) and U.S. Federal Highway Administration's (FHWA) disjunctive notices of tonight's 90-minute "virtual public scoping meeting", and (2) for scoping of the NEPA Environmental Impact Statement (EIS) for the CDOT and FHWA-proposed piecemealed - and highly controversial - "Albion River Bridge Replacement/Rehabilitation Project" (Project or Action). The Project and the whole project are (a) located in the California coastal zone, where the California Environmental Quality Act (CEQA), the California Coastal Act, and the federally-approved California Coastal Management Program (CCMP) apply and in relevant parts control, and (b) of statewide, regional, and areawide significance.

The Albion Bridge Stewards are a volunteer community association - with members and supporters in coastal Mendocino County, California, and other parts of the nation and the world - of agriculturalists, artists, business owners, professionals, property owners, retirees, students, and workers. We organized in 2017 to preserve and sustainably maintain, repair, seismically upgrade, and enhance (e.g., with compatible pedestrian and bicycle active transportation components) the 930-foot long, to 140 foot high Albion River Bridge over the wild and scenic Albion River and historic Albion Flat, the 4-mile scenic rural Coast Highway through Albion, and the magnificent coastal environment in which they are located.

We have previously (May 2, 2022) sent CDOT and the FHWA-California Division a letter in which we requested that (a) a combined EIR/EIS be prepared for the Project, (b) tonight's virtual scoping meeting be extended to provide at least two hours for public comments, and (c) a duly noticed in-person scoping meeting be convened in Albion (with appropriate SARS-CoV-2 mitigations) to help realize the essential public participation in the transparent development/environmental review process for this Project/Action. (23 CFR §771.105(c).) We will transmit additional detailed comments before the scoping comment deadline.

Website: <http://albioncab.wordpress.com>
Email: acab@mcn.org



1. The Project Requires Both an EIS and an EIR. At the outset, we note that both CDOT, a California public agency, and FHWA, the federal funding entity of the Project (in unidentified whole or part), disclose in their respective notices of intent to prepare an EIS that the Project will have significant adverse effects on the environment. As a result, the Project requires the preparation of an EIR, which may be combined with the EIS. The CDOT notice (by flyer and in of the local newspaper) and the FHWA NOI (87 CFR 75, at 23313-23314) are therefore (and for other reasons that we will address in our subsequent scoping comments) respectively incomplete and inconsistent with CEQA, the CEQA Guidelines, NEPA, and implementing NEPA regulations.

2. The NOP/NOI Lacks an Accurate and Complete Project Description, Location, and Available Explanatory Information. Both the CDOT and the FHWA notice fail to describe, even “preliminarily”, (a) the entire “Albion River Bridge Replacement/Rehabilitation Project” (i.e., construction, development, work implicated by CDOT “Alternative 1C”) between California Coast Highway (01-Men-01) post miles 43.3 and 44.2, and (b) the whole project, which in Albion extends not only between post miles 40.27, at the intersection of Highway 1 and Highway 128, and 44.95, in the Dark Gulch Environmentally Sensitive Habitat Area (ESHA), but also into designated and mapped highly scenic areas where new development shall be subordinate to its setting, ESHA, and other protected areas and structures, including, but not limited to, the state- and federally-listed historic(al) timber trestle Albion River Bridge, the wild and scenic Albion River, the historic Albion Flat (that now constitutes a public recreational facility of state and national significance), the Albion River bluffs, the Albion Cove coastal bluffs, and Albion Cove public beach. We therefore request that CDOT and FHWA prepare an accurate and complete Project/Action description, with opportunities for full public participation in its design, and then recirculate such NOP/NOI as may be applicable to the environmentally preferred, least environmentally damaging feasible alternative - which consists not of the destruction of the historic(al) Albion River Bridge and its replacement with an impermissible, out-of-context, environmentally destructive concrete structure, but rather the preservation of this iconic coastal California bridge through sustainable and historic(al) structure-consistent maintenance, repairs, long-delayed seismic retrofitting, and congruent active transportation (pedestrian, bicyclist) enhancements. Moreover, while the CDOT flyer and newspaper legal notice references the CDOT Project web site (at: <https://dot.ca.gov/caltrans-near-me/district-1/d1-projects/d1-albion-river-bridge>), it fails to disclose Project alternative details that are necessary for the public to be able to provide specifically relevant scoping comments; the FHWA NOP/NOI altogether omits any reference or link to Project explanatory or supplementary information.

3. The NOP/NOI Does Not Identify a Valid Purpose or Need for the Proposed Project/Action, and None Exists. Independent preliminary condition assessment of the Albion River Bridge by two national timber bridge experts (Brungraber and Schmidt, FTET, 2018), and previously by an independent bridge expert at the University of California, has identified the bridge to be well-designed, well-built, resilient, and capable of performing its function as the historic(al) span over lower Albion River Valley and the Albion River for decades to come with appropriate (sustainable, bridge context-consistent) maintenance, repair, seismic retrofitting, and carefully designed active transportation (pedestrian, bicyclist) enhancements. CDOT has previously admitted - and, regrettably, repeatedly demonstrated in practice - that it would prefer not to maintain the scenic, rural, two-lane, low (<4,000) ADT historic(al) Albion River Bridge, and in fact has erroneously allowed some of its components to deteriorate, and under color of “structural deficiencies”, a four-mile Coast highway speedway through Albion, and false economy would now destroy this majestic (and last) example of the many timber bridges that graced coastal California. Preservation, with sustainable, context-congruent maintenance, repair, seismic retrofitting, and carefully designed active transportation enhancements, of the iconic Albion River Bridge will continue to ensure the safety and reliability of this segment of the California Coast Highway. By contrast, the proposed \$100+ million concrete replacement Project will be severely challenged to demonstrate that - all of its other fatal inconsistencies with

the controlling standards of development review apart - it (a) can assure stability and structural integrity, (b) neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area, and (c) in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

4. The Project Alternatives Referenced in the NOP/NOI are Incomplete and Unreasonable.

First, the NOP/NOI artificially limits the Project alternatives to a strawman “No Action Alternative” that assumes no improvements other than those implemented as part of routine bridge maintenance, when CDOT’s own bridge inspectors for over two decades have identified *and recommended* specified maintenance, repair, and seismic retrofit activities, many of which CDOT has failed to implement altogether or implemented piecemeal, implemented with unsustainable components, and implemented without rigorous management and oversight. The “No Action Alternative” posited by the NOP/NOI this fails for lack of requisite Project relevance.

Second, the NOP/NOI only in the most general terms - and unsupported by a site-specific location map, plans, elevations, or sections - references “various bridge replacement concepts”, “including a west alignment constructed to the west of the existing bridge, an east alignment constructed to the east of the existing bridge, and on- alignment constructed slightly west of the existing alignment”. In this meager parade, the NOP/NOI fails to disclose that all three of these alternatives are infeasible because they would be located in the LCP- and CCMP-designated and mapped highly scenic area, where no such development is permitted. The three Project structural alternatives - for which CDOT previously identified Alternative 1C as its preferred iteration - thus each constitute infeasible project design and location exemplars pursuant to the controlling laws, regulations, and ordinances, and are therefore unavailable for NEPA and CEQA review.

Third, the NOP/NOI projects “Bridge Rehabilitation Alternatives” that would “require major work [to address posited ‘structural deficiencies, geometric deficiencies, and operational reliability’] to extend the service life of the existing Albion River Bridge” that “would include rehabilitation of the bridge for motor vehicle use by widening the bridge and upgrading the bridge rails, or rehabilitation of the bridge as a pedestrian-only bridge alongside one of the bridge replacement alternatives.” The bridge widening-for-motor-vehicle use as a “rehabilitation” alternative is inconsistent with controlling laws, regulations, and ordinances, and therefore infeasible and unavailable for NEPA and CEQA review. The NOP/NOI do not disclose CDOT’s bridge rail replacement development with even a minimal level of specificity; out-of-historic-bridge-character railing structures are inconsistent with the CCMP, State historical resources law, and the National Historic Preservation Act, and therefore infeasible and unavailable for NEPA and CEQA review. CDOT has previously been informed and determined that the “rehabilitation of the bridge as a pedestrian-only bridge alongside one of the bridge replacement alternatives” alternative is infeasible for lack of a receiver who would operate and maintain such a facility and because the bridge replacement alternatives are unavailable as a matter of law, which render this alternative spurious and unavailable for NEPA and CEQA review.

5. The Project Would Have Significant and Unmitigable Adverse Effects on the Environment.

First, the NOP/NOI generically admits that “implementation of the Project could result in effects to [1] cultural and historic resources; [2] community resources; [3] parks and recreational areas; [4] threatened and endangered species; [5] wetlands; [6, unspecified other] coastal resources; [7] navigable waters; [8] hazardous waste and contaminated materials; [9] floodplains; [10] noise; [11] air quality; and [12] visual resources (including, but not limited to, designated and mapped highly scenic areas). In addition, as we will further detail in our subsequent scoping comments, (a) these Project/Action effects are directly, indirectly, and/or cumulatively significant; and, (b) the entire Project/Action in Albion will, through proposed development and operation,

likely also have significant direct, indirect, and cumulative adverse effects on (i) designated and mapped coastal public access ways, including, but not limited to along the south bank of the Albion River and adjacent South Navarro Head along Albion Cove, California Highway 1, Albion-Little Lake Road, North Side Albion River Road, Albion Flat, Albion Cove Beach, and Spring Grove Road; (ii) the water quality, optimal biological productivity, and bed and banks of the wild and scenic Albion River (tidal estuary); (iii) Albion River riparian habitat; (iv) Albion River Bridge faunal habitat; (v) the area, biological productivity, and quality of Albion Cove coastal waters; (vi) the south- and north-facing Albion River bluff natural landforms; (vii) the west-facing Albion Cove coastal bluff natural landform, bluff top, and North Albion swale; (viii) ESHA that support sensitive amphibian, avian, mammalian, and reptilian species (in addition to listed threatened or endangered species); (ix) the continuance of areas adjacent to ESHA and recreation areas; (x) non-prime agricultural land on South Albion Head; (xi) forest lands; (xii) the productivity of soils; (xiii) areas of high geologic hazard on the south- and -north-facing Albion River bluffs, west-facing Albion Cove coastal bluff, the North Albion swale, and South Albion Head; (xiv) the minimization of vehicle miles travelled; (xv) the production of GHGs, including during manufacturing of concrete, development, and operation of the replacement bridge; and (xvi) the extant scenic, rural, recurved two lane California Coast Highway.

The whole project in Albion, as we also further detail in our subsequent scoping comments, includes the variously overlapping, en echelon, and piecemealed-sequenced CDOT Highway 1 developments that include (1) the Navarro Grade widening/guard rail, (2) Navarro Preserve-Navarro Ridge road berm widening, natural landform grading, regional wildlife corridor bifurcation and ESHA removal/disturbance, and hydromodification, (3) Navarro Creek culvert and stream hydromodifications and road berm widening, (4) Salmon Creek Bridge removal and replacement, (5) Salmon Creek Valley-Salmon Creek Bluffs-Whitesboro Cove Bluff-Whitesboro Cove coastal bluff ESHA removal, natural landform grading, and hydromodifications for Salmon Creek Bridge replacement access and staging/subsurface geotechnical, lower Salmon Creek Valley-Bluffs lead removal/coverup, (6) Albion River Bridge dune, berm, coastal bluff ESHA removal, natural landform grading, and hydromodifications for Highway 1 relocation, Albion Bridge removal and replacement, and associated development in North Albion Swale, and (7) the Dark Gulch watershed-ESHA Highway 1 road berm widening and turnout projects.

6. The Project Would Have Significant and Unmitigable Adverse Social Effects on Albion and Coastal Mendocino County.

Albion is a disadvantaged community in rural coastal Mendocino County, in which north-south Coast Highway 1 and the historic(al), iconic Albion River Bridge constitutes the only coastside vehicular transportation artery for (a) the resident population to and from the principal subregional social activity centers at the Albion Post Office-commercial center off Albion Ridge Road immediately inland of Highway 1, the Ledford House and Albion River Inn restaurant public recreational facilities, Albion Flat, private residences in Albion Village, private residences on Navarro Ridge and Albion Ridge, the commercial and entertainment centers along and off Highway 1 between Elk-Mendocino-Fort Bragg, and the commercial and entertainment centers downcoast along Highways 128 and US 101 in Navarro, Booneville, Philo, Cloverdale, Windsor, Healdsburg, and Santa Rosa. No feasible or practical alternative routes connect these social centers. Destruction and removal of the high, resilient, and enduring historic(al) timber trestle Albion River Bridge would centrally remove the focal icon of the (historically, timber industry) Albion community, with severe loss of community identity, and an important and readily recognized unique visual point of reference for boaters approaching and entering Albion Cove and the Albion Flat marina. Visitors from the San Francisco Bay Area, the Central Valley, and other origination points in California, the nation, and the world typically first experience the awe-inspiring magnificence of the Albion gateway to the Mendocino Coast in the whole project area, and near its upcoast end while crossing the historic(al) Albion River Bridge. Destruction, removal, and replacement of this last example of a high timber trestle bridge on the California

coast would irrevocably have a significant and unmitigable adverse effect on the ability of current and future generations to experience this hallmark of United States ingenuity, determination, organization, and bridge worker construction skills during World War II, and on socially (and psychologically) important subsequent historical continuity and sustainability in the face of external development interests. During bridge deconstruction and construction during the necessarily limited summer-early fall development windows over 4-5 years, the people of Albion, recreationists at the Albion Flat campground and marina, mariners in and out of Albion River, and visitors from throughout California, the nation, and the world would be precluded from accessing Albion Cove beach and the adjacent State tidelands, and would be required to identify and utilize otherwise likely already full or near full lower cost recreational facilities, or travel to more distant venues, with associated potential loss of social cohesion that such development diasporas entail.

7. The Project Would Have Significant and Unmitigable Adverse Economic Effects on Albion and Coastal Mendocino County.

Destruction, removal, and replacement of the historic(al) Albion River Bridge *in the context of the entire project* during the 4-5 year Project period - and in the broader context of the whole project, which as proposed would span nearly two decades - would have significant and unmitigable effects on single and recurring event mobility, with direct and cumulative time delays on the existing workers (including, but not limited to commercial and recreational fishers, hospitality workers, and ariculturalists), students, teachers, professionals, and business owners in, and visitors to, Albion and coastal Mendocino County. Project (and whole project) traffic controls on Highway 1 and intersecting Albion-Little River, North Side Albion Road, Albion Ridge Road, Spring Grove Road, and Navarro Ridge Road, and the (especially peak hour) traffic backups they may likely create, would unavoidably impede public emergency response services to owners of real property in the event of fire and for persons with medical problems. Closure of lower Albion River during the Project period would likely preclude vessel transit by commercial and recreational fishing boats, and by other recreational boats and watercraft between both the Albion Flat marina and boat launch and/or Schooners Landing and Albion Cove and offshore waters, to the direct and cumulative loss of economic opportunity. To the extent that CDOT were to preempt the recreational use of Albion Flat campground, its owner, employees, and providers of goods and services to it or its recreational users would suffer economic loss. Similarly, closure(s) of Highway 1 and/or its intersecting roads in Albion during deconstruction, grading, and construction would impede the ability of restaurant workers and guests to travel to/from Ledford House and Albion River Inn, with resultant economic loss to restaurant owners, managers/operators, and workers. Permanent location of the Highway 1 roadway within a few feet of the building that constitutes the kitchen, bar, and restaurant of the Albion River Inn, and on the manufactured berm across the nearby North Albion Swale, would likely render that hospitality facility incapable of functioning not only during the adjacent Project construction period, but during the subsequent economic life of the immediately adjacent new roadway. Guests at the Albion River Inn lodging facilities would likely similarly be displaced by the noise, dust, glare, and destruction of the natural Albion River bluff, Albion Cove coastal bluff, and historic(al) Albion River Bridge landscape, with resultant significant adverse economic effects on the owner, workers, and goods/services providers of that essential community gathering place and highly rated coastal hospitality facility.

Conclusion and Request. The CDOT flyer/newspaper legal notice and the FHWA NOP/NOI have failed to provide the public with the necessary levels of (or links to) Project (and whole project) information to allow and facilitate (a) early and continuing opportunities during project development, since on or about 2007, for the public to be involved in the identification of Project (or whole project) social, economic, and environmental impacts, and (b) in the runup to the artificially time-constrained May 5, 2022 “virtual public scoping meeting”, review of the body of


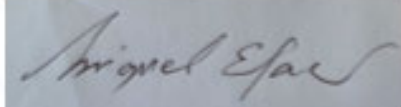
Project (or whole project) the explanatory information to be able to present detailed scoping comments on the proposed DEIS, or the in-tandem required EIR.

We therefore respectfully request that (1) CDOT and FHWA at today's scoping meeting present a concise (<30 minutes) explanation of (a) the project's purpose, need, and consistency with the goals and objectives of the CCMP, LCP, Coastal Act, and other applicable laws, regulations, and ordinances; (2) feasible Project' alternatives, and their major design features; (3) the Project's (and whole project's social, economic, environmental, and other impacts; (4) the right-of-way acquisition process for the Project (and the whole project), and all relocation assistance program components; and (5) CDOT's procedures for receiving both oral and written statements from the public during the requested new EIR/EIS NOP/NOI and associated scoping comment period.

Thank you.

Respectfully transmitted on behalf of the Albion Bridge Stewards, by:

MARIA HANSEN
MIGUEL ELAC
PO BOX 326
ALBION, CALIFORNIA 95410
wisbarhansenenelac@gmail.com

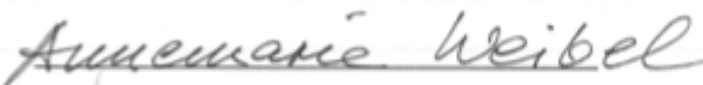
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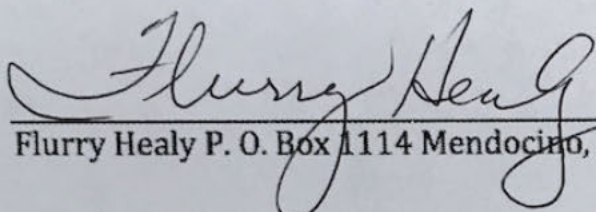


ALI VAN ZEE
PO BOX 2022
FORT BRAGG, CALIFORNIA 95437
yourali747@gmail.com




Tom Wadswick, 31901 Middle Ridge Road, Albion, California 95410

31901 Middle Ridge Rd, Albion, CA 95410


Flurry Healy P. O. Box 1114 Mendocino, California 95460

BILL HEIL
PO BOX 467
ALBION, CALIFORNIA 95410




Janet Ekland, P.O. Box 186, Albion, California 95410

Marilyn Magoffin

PO Box 1205, Mendocino, CA 95460

c: Ms. Christine Asiata Rodriguez, Manager
State Clearinghouse
Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814
state.clearinghouse@opr.ca.gov

Albion Bridge Stewards

A working group of the Albion Community Advisory Board

P.O. Box 363
Albion, CA 95410

By Electronic Mail
liza.walker@dot.ca.gov

April 29, 2022

Ms. Liza Walker
Caltrans District 1
1656 Union Streer
Eureka, CA 95501

RE: HISTORIC(AL) ALBION RIVER BRIDGE - EIR/EIS SCOPING MEETING

Dear Ms. Walker:

We are in receipt of the Caltrans District 1 flyer about the "Albion River Bridge Replacement/ Rehabilitation Project " (Project) and - buried below a reduced size font heading at the bottom of inside page 2 - the invitation to Caltrans District 1's May 5, 2022 ninety minute "Virtual ('Online') Public Scoping Meeting" on an EIS for the Project.

We respectfully request that District 1 and the U.S.Federal Highway Administration (USFHWA):

- provide, at the earliest practicable time, the required complete -- and unbiased -- notice of intent/notice of preparation (NOI, NOP; Title 14, Cal. Code of Regs. §15082; 40 CFR §§1500,1501.2, 1501.7, 1501.9) for a combined EIR/EIS in this matter to (1) the Albion Bridge Stewards, and (2) all other persons known to Caltrans and/or the USFHWA to be interested in Highway 1 development projects in Mendocino County, California, including, but not limited to, between the Navarro River (01-Men-01 PM 40.2) and Dark Gulch (01-Men-01 PM 45.0);
- extend the wholly insufficient 90-minute time for the virtual EIR/EIS scoping meeting on May 5, 2022 to three (3) hours, to provide for at least two (2) hours of public comment in addition to such presentation as Caltrans District 1 may make; and,
- schedule a duly noticed second *in person (or virtual)* public meeting in a suitable Albion location, and with adequate time to receive all public comments on the NOI/NOP, for which the comment period may likely need to be extended beyond May 20, 2022, to facilitate this essential scopingmeeting and provide the public with the full 30 days to review the NOP and prepare comments on it.


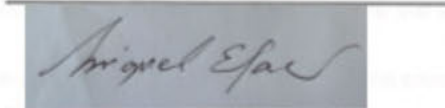
Please provide us by reply email, to the undersigned, (1) confirmation that you have received this letter, and (2) Caltrans District 1's response to our above requests.
Thank you.

Respectfully submitted by authorization on behalf of the Albion Bridge Stewards, by:

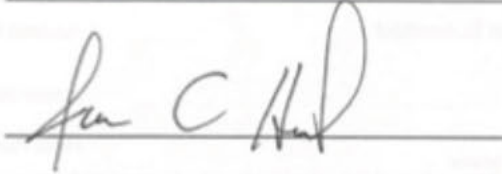
Jim Heid, Albion Bridge Steward

- c: Mr. Vincent Mammano, USFHWA Division Administrator, California
Vincent.Mammano@dot.gov
Mr. Richard Mullen, Deputy Director, Caltrans District 1
richard.mullen@dot.ca.gov
Erin Holbrook, Esq., Caltrans Deputy Director Legal & Chief Counsel
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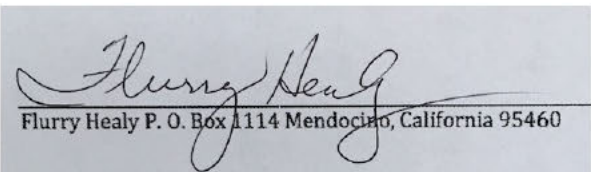


Janet Eklund
P.O. Box 186, Albion, California 95410

Mary Walsh

Mary Walsh
Po Box 161
Albion, CA 95410-0161




Flurry Healy P. O. Box 1114 Mendocino, California 95460

From: [REDACTED]
To: albionbridge@DOT
Subject: additional scoping comment re: Albion River Bridge project
Date: Friday, May 20, 2022 1:45:47 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

In addition to my previously sent written comment, I have this additional comment/request.

Caltrans is proposing to provide a pedestrian walkway on the west side of a replacement bridge, but pedestrian (and bicycle) traffic often has as its destination the store on Albion Ridge Road, which is on the west side of Highway 1.

Request: Provide a plan and/or analysis of how pedestrian traffic would be able to safely cross Highway 1 at Albion Ridge Road.

Thank you,
[REDACTED]
Albion

From: [REDACTED]
To: albionbridge@DOT; Walker, Liza M@DOT; Christina.Leach@dot.gov
Subject: Albion Bridge
Date: Friday, May 20, 2022 11:43:13 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern,

I am writing in regards to the repair, maintenance or replacement of the Albion Bridge. In my opinion the best plan of action is to maintain the existing, historic bridge, and its surroundings.

I have been a landscaper on the coast for 40 years and have lived in Little River since 1988. I work from Albion to Fort Bragg. I have always enjoyed the times I get to drive north from Albion. It is a pleasure to be able to slowly drive through this beautiful coastal countryside. This stretch of highway is part of what makes The Mendocino coast a destination of interest to tourists. It's not just the goal of arriving at the town of Mendocino, which has kept its historical flavor through much effort. The drive to get there is part of the pleasurable experience for both locals and visitors. Please do not do not make the destination the goal, in lieu of the entire experience.

I understand that the Albion bridge can last for decades more with proper maintenance. When I was a child, my father took me on a tour of the Golden Gate bridge in San Francisco. They showed us that the painting of the bridge started at one end , and as soon as they reached the far end, they started again at the first end. They knew that ongoing maintenance was required to keep that bridge in prime shape. Having driven over the Albion bridge for decades, I believe that with ongoing care this historic bridge can also be preserved. I don't see that the effort has been made to this end, and replacement will change the environment of this stretch of coastline forever.

As someone who accesses Albion from Little River, I do find the entrance onto Highway One to need care. I don't believe that it needs a major change in the access point though. What it needs is regular trimming of the brush to make better visibility. This is true for all entrances to the highway.

The potholes on Little River Airport Road are numerous, often deep, and re-occur at a very quick pace after filling. I would much rather see the \$110 million dollars that is the projected cost of a bridge replacement to be used for road maintenance. Maintain the bridge, and preserve the quality of life also, for the local community and everyone who uses the Albion Bridge.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Subject: Albion Bridge
Date: Saturday, May 7, 2022 3:18:56 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom It May Concern:

Your proposal to destroy a perfectly well-functioning bridge and historic landmark for the sake of convenience is terribly heartbreaking, damaging to the environment, and a complete waste of our tax dollars. If drivers need to get somewhere faster, they can take Highway 101.

Stop tearing up the remaining beautiful parts of our state in the name of convenience. If people want to enjoy Highway 1 on their way to get to where it is they need to be, then they can account for the extra time needed.

Sincerely,

A Concerned Citizen

From: [REDACTED]
To: albionbridge@DOT
Subject: ALBION BRIDGE - DO NOT REPLACE
Date: Wednesday, May 4, 2022 6:25:04 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I OPPOSE THE REMOVAL OF THE HISTORIC ALBION RIVER BRIDGE. IT IS A BAD IDEA FOR THE FOLLOWING REASONS:

Remove the US- and State-designated historic and iconic, well-built, and resilient Albion River Bridge, the last timber bridge on California Highway 1 and our coast

- For \$100 million or more, construct a wider, longer, out-of-place concrete bridge, with hideously large concrete block foundations, for faster traffic over the wild and scenic Albion River and the highly scenic inner Albion Cove, Albion Cove beach, the Albion River bluffs, and historic site that is now the Albion Flat campground, marina, and beach & ocean access
- Excavate South Albion Head and North Albion coastal bluff to widen, relocate, and speed-up Highway 1 between Ledford House, south of the intersection with Spring Grove Road, through the Albion Ridge Road intersection, within feet of the Albion River Inn, and ultimately as a speedway from the Navarro Point Preserve to and beyond Dark Gulch • Fill the natural swale - with wetlands and unstable ground - to build a whole new road berm between scalped North Albion coastal bluff and the Albion River Inn, while extending North Side Albion River Road on the existing road into a new Albion Little River Road intersection with Highway 1
- Turn our quiet, rural, environmentally sensitive coast into a noisy, polluted, out-of-place, and dangerous speedway

[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Cc: [REDACTED]
Subject: Albion Bridge - Resident Response (No Action Alternative)
Date: Tuesday, May 3, 2022 10:12:05 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi,

We live at 3930 Albion Little River Road Albion CA.

We are requesting for "No Action Alternative" to be made on the bridge. We are just seeking normal routine maintenance.

Thanks,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: albionbridge@DOT; Walker, Liza M@DOT; Christina.Leach@dot.gov
Subject: Albion Bridge
Date: Friday, May 20, 2022 11:52:45 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern,

As a contractor on the Mendocino coast for 40 years, I am in favor of maintaining the existing historic Albion Bridge, rather than replacing it. I know about the need for continual maintenance on all structures, and feel that with the proper care this iconic bridge can carry us into the future. It is an integral part of our community, and it's a pleasure to drive through this stretch of coast. A fast pace through the local Albion community after a long winding trip from Highway 101, isn't what tourists need and isn't what locals want.

Maintain and preserve!

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Subject: Albion Bridge
Date: Saturday, May 7, 2022 6:11:19 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I have been a coastal resident for 44 years. I raised my family on Navarro Ridge Rd. We love this place.

Please preserve the historic Albion Bridge and our home. Maintain the bridge and our coastline. Do it for us and for the tourists too.

No one visits this coast so they can drive fast over a bridge. They come here for the peace, the views, the beauty, the history, the healthy air and to drive slow enough so they can see why they came.

If the main concern for going ahead with this project is for road safety, creating more accessible turn-outs for residents & tourists alike would help everyone. It would also be much less invasive and destructive to this beautiful place.

Sincerely,
[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Subject: Albion River Bridge - Caltrans
Date: Monday, May 2, 2022 9:17:50 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

KEEP THE HISTORICAL ALBION BRIDGE STANDING
& OUR GREAT, ICONIC, COAST HIGHWAY 1, CURVY !!!

STOP TRYING TO HOMOGENIZE THE CHARACTER
OF OUR AREA TO MEET GLOBAL STANDARDS OF
CONFORMITY.

To all at CALTRANS,
Kindly consider my following comments and confirm receipt of
these comments to my email address.

1. CALTRANS should conduct a CEQA EIR on the project, instead
of the Coastal Commission's CEQA functional equivalent coastal permit
review.
CALFIRE uses a THP - Timber Harvest Plan as a functional equivalent
to a CEQA EIR. Take a look at our forests, they're a mess! Downed timber
slash everywhere, fuel for the next fire.
Providing a "functional equivalence process" to any project in lieu of an
actual CEQA EIR immediately diminishes the seriousness and intent of
the California Environmental Quality Act. State agencies and commissions
when given an "in lieu of CEQA EIR option" tend to abuse this privilege,
get sloppy and the natural environment suffers.
2. This coming meeting on May 5th, as stands does not provide ample time
for public comment and questions. Please extend the meeting time to
three hours.
3. A second scoping session should be held, in person in Albion, after
the Notice of Intent/Notice of Preparation (NOI/NOP) of the EIR/EIS have
been provided to the public and the public has had a reasonable amount
of time to review and analyze them. The 30-day scoping comment period
should run from that NOI/NOP distribution.
4. The scope of the EIR/EIS should be the whole project to sustainably
maintain, protect, restore, retrofit (as necessary, e.g., for seismic safety),
and preserve the historic Albion River Bridge, not to "replace/rehabilitate"
it by destroying and replacing it.
The whole project (in Albion) consists of all Caltrans projects between the
Navarro River Bridge and Dark Gulch (there are currently many in the works
in addition to this project among them replacement of Salmon Creek Bridge,
the lead toxin by Salmon Creek Bridge, the Hwy 1 safety and drainage project
which the Albion Bridge Stewards appealed twice (BOS and CCC).
5. To adequately inform the public, Caltrans needs to disclose all proposed
project component locations and their likely direct, indirect, and cumulative effect
on the environment.

Thank you,
[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Cc: [Walker, Liza M@DOT](mailto:Walker.Liza.M@DOT); Christina.Leach@dot.gov; aweibel@mcn.org; [Dobie](#)
Subject: Albion River Bridge
Date: Friday, May 20, 2022 1:50:13 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom It May Concern,

I attended the last meeting about the Albion River Bridge and wanted to make some comments, but unfortunately there seemed to be a problem with my mike and no one could hear me, so I'm sending my comments in this email.

First I would like to say that the format of that meeting was very difficult as there was no way to know who was there except for the folks from the government. As each speaker was recognized, their name and video (if they agreed to the video) appeared, but why weren't all the names of the attendees listed? Also the way people were cut off when the 3 minute clock stopped was very rude. Couldn't you at least have let someone finish their sentence?

I moved to Albion in 1971 and spent many beautiful days walking on the Albion Headlands, enjoying the view of the bridge, Albion Bay, and the ocean. In the 80's I had a commercial salmon troller that I kept upriver, where I sold my fish, but often left it moored out in the bay because of the tides. When I wasn't fishing, I would go out in my skiff and dive for abalone, sea urchins, spearfish something for dinner or fish for crab in the bay. Sea life was abundant. Years later I went out in my kayak - more ecological and much more fun.

This is to say that I spent many days, over many years, going under the Albion Bridge, spending time on the beach, in the bay and in the river. I can't imagine what devastation there would be if the bridge were taken down and a new one built. Sea life would be smothered, debris would be all over the fragile area we call the Albion Flats. Trucks would be going up and down the hill and across the flats to haul away concrete and metal - what a disaster.

The idea of widening Highway One from Spring Grove Road to past the Albion River is makes no sense. Why do you want vehicles to drive even faster? There will be no opportunity to enjoy the beautiful views, one reason so many people visit this area.

I used to like driving over the Noyo River before the new bridge was constructed. I could see the boats going in and out - now I have to drive so fast to keep up with the traffic I can't see anything.

Vehicles will be driving faster past the road to the Leford House and the Albion River Inn - both businesses providing jobs important economic benefits to the area. The intersection at Albion Ridge Rd. and Highway One will become more congested as people waiting to leave the ridge or heading home, will have to wait as vehicles speed by - we know that cars and trucks will go as fast as the road allows, and I don't mean the government speed limit.

The Albion River Bridge is historic. It doesn't need to be torn down and replaced, just maintained. CalTrans has been lacking in doing required maintenance and now thinks it's ok to just tear the bridge down without considering the effects on the community and the environment. The road widening doesn't need to happen. There are so many more important projects that need to be done to improve the roads in Mendocino County, that would benefit the people who live here and make their commutes to school and work safer.

The destruction and "replacement" of the historic, iconic Albion River Bridge is inconsistent with numerous requirements of the California-certified Mendocino County Local Coastal Plan, the Coastal Act, the federally-approved California Coastal Management Program, and State and US historic preservation law.

Extensive Environmental Reviews must be done, taking in considerations such as:

cultural and historic resources, threatened and endangered species, wetlands, coastal resources, navigable waters, hazardous waste and contaminated materials, noise, air quality, flood plains, geology and soils, greenhouse gas emissions, wildlife, visual resources, water quality in the river, etc.

I hope you will take these comments into consideration and work with the community to come up with a plan that is environmentally sound and doesn't destroy the beauty and rustic nature of this area, the reason people live here and tourists come to visit. There are lots of places in California where people can drive fast over concrete bridges, but the Albion River Bridge is one of a kind that should remain for everyone to appreciate and enjoy.

Thank you,

Sincerely,

[REDACTED]

From: [REDACTED]
To: albionbridge@DOT; [Walker, Liza M@DOT](mailto:Walker.Liza.M@DOT); Christina.Leach@dot.gov
Cc: [REDACTED]
Subject: Albion River Bridge
Date: Friday, May 20, 2022 10:55:36 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Sirs and Madams,

Please chose the "No Action Alternative" for the Albion River Bridge project.

I live in Albion, and have lived on the Mendocino Coast for 53 years. The Albion River bridge is beautiful and useful just the way it is. It received a seismic upgrade some years ago, and should be safe for many years to come. It does need maintenance. The drainage holes on the edges of the bridge get clogged with weeds, so the water does not drain off the bridge as well as it should. Those weeds should be removed by hand, and the dirt accumulation also cleaned out. The regular painting and other general maintenance activities should continue to be scheduled.


The Albion Bridge is a historic landmark, being the last wooden trestle bridge on a California state highway. The Mendocino coastal area exploits its history to attract tourists, which provide an income base for a large percentage of its population. Your proposed replacement of the bridge, and the widening of the road, and the widening of the Salmon Creek bridge are all out of keeping with the flavor and historic ambience of the area.

I regularly drive Hwy 1, for work and shopping, between Gualala and Westport. When there is no traffic, I have pulled over and hopped out of the car with my tape measure, in multiple places on the highway, and measured the lanes. They are typically 10' wide. Yet, from what I've heard you are proposing to put in 2 12' wide lanes, plus 4' wide bicycle lanes, increasing the width of the road bed by around 12'. This is not in keeping with the historic ambience that the area works so hard to maintain.

I live up Albion Ridge Rd. The intersection of Albion Ridge Rd. and Hwy 1 is already dangerous, due to excessive speeds of northbound vehicles approaching from the south, from the straightaway of the Salmon Creek Bridge. Many times, I look both ways, start to pull out, and have to quickly back up, as a car comes racing around the bend from the south and comes into view. If the road is widened more, it will only make that intersection even more dangerous.

This project is only part of the intended projects in this immediate area. The Albion River Bridge, Salmon Creek Bridge, and road widening between the Navarro grade and Albion River Inn need to be evaluated for their cumulative impact on the environment, the safety, and the visual effects. There is a part of Hwy 1 that needs to be widened slightly, south of Navarro Ridge Rd., but what you want to do is overkill.

Also, someone did mowing last year in May, on the road that goes down under Salmon Creek, down the north bank, past the Ledford house. I assume it was you guys, as I know you plan to deal with the lead contamination down there. You mowed the rare and endangered *Gilia tomentosa* that grows there along that roadcut, in the height of its bloom. It is an annual, and if it is mowed at the wrong time, and is not able to set seed, it can be wiped out from that location. May is the wrong time. This year, there were only about half as many, as many of the flowers had not yet set seed. Please put off mowing there until at least July, to permit this rare and endangered plant to reproduce.


Albion, CA

From: [REDACTED]
To: [Walker, Liza M@DOT](mailto:Walker.Liza.M@DOT); Christina.Leach@dot.gov; albionbridge@DOT
Subject: Albion River Bridge
Date: Friday, May 20, 2022 9:01:45 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

To whomever it may concern,

Because I understand that Cal Trans has taken down all of our comments since 2015 I am writing, once again, to alert you to the fact that the bridge does not need replacing. Yes, repairs and preservation should be done but this replacement/rehabilitation idea is a boondoggle to secure Caltrans funds.

I have owned land in Albion for 53 years and worked to preserve the beauty of this part of the CA coast all that time.

Below are the reasons for my opinion. I hope you will deny this replacement/rehabilitation project.

Sincerely,

[REDACTED]

Albion, CA 95410

[REDACTED]

Caltrans' flier and web page are incomplete and do not have the information Caltrans submitted to the Department of Transportation, Federal Hwy Administration. They informed them via a Notice of Intent (NOI) what they intend to do, but omitted to include that in the flier. The web page has a link for this document. See

<https://www.federalregister.gov/documents/2022/04/19/2022-08270/environmental-impact-statement-mendocino-california>

There we find out that the EIS will address topics like:

- cultural and historic resources;
- community resources;
- parks and recreational areas;
- threatened and endangered species;
- wetlands;
- coastal resources;
- navigable waters;
- hazardous waste and contaminated materials;
- floodplains;
- noise;
- air quality; and,
- visual resources

They omitted potentially significant effects of the project:

- Historical Resources (preservation of the bridge, a critical subset of Cultural Resources)
- Land Use/Planning (project locations are not mapped on the LCP land use maps, require an LCP amendment, and are inconsistent with numerous LCP Coastal Element conservation and development requirements)
- Geology/Soils
- Recreation
- Utilities/Service Systems (Caltrans now proposes a utility conduit inside the bridge concrete structure below the roadway)
- Greenhouse Gas Emissions
- Population/Housing (construction work force housing, effect of Speedway alignment and of the whole project on potential development/redevelopment of adjacent parcels)
- Transportation
- Wildlife (including terrestrial, aquatic, and avian wildlife corridors) and biological resources,
- Energy (cumulative impacts from concrete manufacturing for all highway projects)
- Public Services
- Tribal Cultural Resources (an important subset of Cultural Resources)
- Water & hydrology (tidal waters, estuaries, the wild and scenic river)
- Health & safety,
- Aesthetics & Visual Resources see <https://www.blm.gov/programs/national-conservation-lands/california/california-coastal>
- Socioeconomic Resources

The reason Caltrans gives now for destroying and wanting to replace the ARB are different now than they explained to us in 2019. Neither the flier nor the web page shows what Caltrans discussed with us and showed on their web site a while back. **Caltrans took down all the info they had about the ARB going back to 2015 with the pretext to make it user friendly to people with disabilities, then had no info for at least 2 years; and now came up with minimal info. We have links to the archives if you are interested.**

For example it is not just the actual ARB that Caltrans wants to deal with, but the way you approach the bridge from both sides. This would be widened from the Albion River Inn to the Ledford House. That access also is proposed to be wider and will not fit into the scenic viewshed. They would also change the way you currently access Albion-Little River Road and Albion River North Side Road (that leads down to the campground and marina). They would build a whole new road berm between scalped North Albion coastal bluff and the Albion River Inn, while extending North Side Albion River Road on the existing road into a new Albion Little River Road intersection with Hwy 1. We asked for the result of the geotechnical investigation, but never received it. When touching the rocks it feels that they are very crumbly. For example there would be a horribly ugly 80 ft. long, 70ft. wide, and 40 ft. deep concrete retaining wall that would be placed on the south facing and north facing rocks leading from the beach up to the ARB. They also plan to install huge out of proportion retaining walls in many other places. In some places the roadbed would be higher and there would be extra noise (also from cars driving faster on wider roads) and retaining walls would be installed to prevent some transmission of noise.

The finances listed on the web page are misleading as the public does not get informed that a new ARB will cost at least \$110 million. This “replacement” project is unnecessary, and a gross waste of taxpayer money. As we have seen with other concrete bridges world wide they are not necessarily safer. Caltrans would give the job to the lowest bidder (most likely from

another country) and they might never have built a bridge before.

Caltrans wants to excavate South Albion Head and North Albion coastal bluff and widen, relocate, and speed-up Highway 1 between Ledford House, south of the intersection with Spring Grove Road, through the Albion Ridge Road intersection, within feet of the Albion River Inn, and ultimately as a speedway from the Navarro Point Preserve to and beyond Dark Gulch. Caltrans wants to turn our quiet, rural, environmentally sensitive coast into a noisy, polluted, out-of-place, and dangerous speedway.

For \$110 million or more Caltrans wants to construct a wider, longer, out-of-place concrete bridge, with hideously large concrete block foundations, for faster traffic over the wild and scenic Albion River and the highly scenic inner Albion Cove, Albion Cove beach, the Albion River bluffs, and historic site that is now the Albion Flat campground, marina, the beach and ocean access.

Caltrans could accomplish a great deal of maintenance, repair, and seismic upgrade (not to mention a cantilevered pedestrian walkway and bicyclist-on-bridge warning lights) for the \$110 million, and - as the engineers we hired previously noted, extend the life of the bridge for many decades to come.

<https://albioncab.wordpress.com/2018/09/11/remarkably-good-condition-read-the-independent-engineers-report/>

Below is a copy of Hassan Astaneh-Asi's 2018 conference paper on the condition of, and structural-engineering as well as other reasons for, preservation of the Albion River Bridge ("Preservation of a Historical Timber Bridge in California," Proceeding, ASCE/SEI Structures Congress, American Society of Civil Engineers, April 19-21, 2018, Fort Worth, Texas). The paper and other of Haasan's writings may be accessed at:

<https://www.researchgate.net/publication/324572224>

Hassan's paper is now four years old and references pre-2018 bridge inspection reports.

Remember one of the reasons the ARB is in such good condition is do to the 1st.growth douglas fir used to build the ARB; the superior craftsmanship; and the pressure treated wood which was no problem until you have to tear it down and drive it to a superfund site. The ARB was designed to last for 20 years, but lasted already 78 years and might last another 75 years.

Caltrans wants to fill the natural swale - with wetlands and unstable ground. Our protected pocket beach where parents feel that their children are safe and the whole family could feel the sunshine would drastically change with a roof above from the new twice as wide concrete bridge.

Caltrans used to have on their web page a design for an arched bridge, and an arched bridge with two arches. It looks as if they for whatever reason might not be thinking anymore to build an arched bridge, but now proposes to build multiple concrete vertical pier alternative design.

The ARB is a US and State-designated historic, iconic, well built, and resilient timber trestle bridge, and the last one left on CA Hwy 1 and our coast.

What ABS will be insisting on is preservation of the ARB. Federal agencies need to take into account the effects of their actions on historic properties by identifying historic properties, assessing adverse effects and resolving those adverse effects. The process is initiated by the

federal agency, and includes comment and input from stakeholders at the local and State levels, as well as the Advisory Council on Historic Preservation. Also this web page addresses that we can not change/sacrifice the appearance of our coastline without changing the California Coastal National Monument. <https://www.blm.gov/programs/national-conservation-lands/california/california-coastal>

Based on the past and most recent ARB inspection reports we see that Caltrans has failed for over two decades to perform its clear duty to properly maintain, sustainably repair, and seismically upgrade the iconic, historic/al, and resilient ARB, and thereby allowed for it to deteriorate.

The Caltrans “rehabilitation” project is inconsistent with the preservation of the historical ARB structure and context, and therefore not a reasonable “replacement” project alternative. Also we are not supporting the widening of the ARB, neither do we support the rehabilitation of the ARB as a pedestrian-only bridge alongside one of the bridge replacement alternatives. One of the main reasons Caltrans wants a new bridge as they claim that to maintain the current ARB is too expensive. They have to pay for it, but do get help from the federal government to build a new bridge. They would not maintain it even if it is just a pedestrian-only bridge.

The Caltrans “no project/no action” minimized maintenance/repair alternative is also inconsistent with the preservation of the historical Albion River Bridge structure and context, and therefore not a reasonable “replacement” project alternative.

Pro-active preservation is the priority for the ARB, not “replacement/rehabilitation” as Caltrans and the Federal Highway Administration (FHWA) have chosen to narrowly and arbitrarily conceptualize. Preservation of the historic/al ARB needs to take place through regular sustainable maintenance, historic structure-consistent repairs (where needed), historic structure-consistent seismic upgrades, and historic structure-consistent enhancements like bicyclist-on-road warning lights and a sustainable cantilevered pedestrian walkway along the seaward side of the bridge. It does not necessarily need to include widening of ARB.

The “replacement/rehabilitation” project alternatives — if Caltrans and the FHWA were not to drop them in favor of ARB preservation - have numerous significant direct, indirect, and cumulative adverse impacts (effects) on the environment.

Sustainable preservation of the ARB -- when designed with the community to be sustainable and consistent with community objectives, the California-certified Mendocino County Local Coastal Plan (LCP), the Coastal Act, the federally-approved California Coastal Management Program, and historic preservation standards can be achieved through integrated proportional environmental review.

The destruction and “replacement” of the historic/al ARB is inconsistent with numerous requirements of the California-certified Mendocino County LCP, the Coastal Act, the federally-approved California Coastal Management Program, and State and US historic/al preservation law, and is highly controversial.

See Laurie York’s video of the ARB:
<https://albioncab.wordpress.com/2018/02/06/local-filmmakers-celebrate-the-historic-albion-river-bridge/>

From: [REDACTED]
To: Christina_Leach@dot.gov; albionbridge@DOT; Walker_Liza_M@DOT
Subject: Albion River Bridge
Date: Friday, May 20, 2022 4:10:23 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Albion River Bridge appreciator,

Thanks for taking a moment to read this input.

Civil Engineering is a wonderful thing. Without bridges our daily lives would be very different, I'm so glad they're there. Contemporary bridge design has much to offer in terms of safety and longevity. Wider bridges have room for vehicles, pedestrians and bicycles and hopefully include railings that are easy to see through as well.

The historic Albion River Bridge is the last wooden trestle bridge on California's shoreline highway. The engineering challenge is to bring the existing bridge up to contemporary standards by thinking outside the box. Here are some thoughts;

Instead of using galvanized hardware that rusts over time, use 316 stainless steel for all bolts, nuts and hardware. It is more expensive initially but will pay for itself in reduced replacement and labor costs.

There is no need to widen the roadway. There is a pre-existing inspection walkway underneath the main deck, which spans the entire bridge. This could be modified to accept both pedestrian and bike traffic. This solution eliminates the dangers of mixing vehicles with pedestrians and bikes.

Being a Mendocino Coast resident, I regularly use the Simpson Lane Roundabout in Fort Bragg. A simple solution is used to slow down traffic before it enters the roundabout. This is done using a "jog" or a slight curve just before entering the roundabout. This could be used on the south side of the bridge, just before entering onto the bridge. This will help slow down all vehicles to the 45mph speed limit. This is unnecessary on the north side due the preexisting curve immediately before the bridge.

To sum up, please use your brilliant engineers to find a way to keep our historic bridge intact, while solving the engineering challenges this presents. A safe, user friendly and beautiful historic bridge is possible! Please do what it takes to make this a reality.

Many thanks,
[REDACTED]

From: [REDACTED]
To: albionbridge@DOT; [Walker, Liza M@DOT](mailto:Walker.Liza.M@DOT); Christina.Leach@dot.gov
Cc: [REDACTED]
Subject: Albion River Bridge
Date: Friday, May 20, 2022 11:09:26 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

As a concerned, long-time coastal resident, I am writing to support the preservation - maintenance, repair, seismic retrofit, and pedestrian upgrade - of the Albion River Bridge. Without duplicating the many well-founded arguments presented by the Albion River Bridge Stewards against the environmentally devastating and unnecessary project, to put it simply this is a ridiculous, unnecessary, and costly boondoggle. **The Coastal Highway is a two-lane road.** Its beauty and rural nature is what makes it an attraction for people from all over the world. The bridge as it exists has been deemed sound and is a unique historical landmark. The extensive proposal is unwarranted and environmentally and culturally destructive.

[REDACTED]
Caspar, CA

From: [REDACTED]
To: albionbridge@DOT
Cc: [REDACTED] Walker, Liza M@DOT; Christina.Leach@dot.gov
Subject: Albion River Bridge
Date: Friday, May 20, 2022 4:32:35 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I just read of the proposed new concrete bridge and one of the frustrations of our times is never knowing enough, and never having the time to pursue that knowledge. But on first appearance, I would urge you to support the local community's efforts to preserve the current historical bridge, with necessary retrofits for earthquakes and under-bridge utility cables, and with the addition of pedestrian walkway.

My guess is that like most bridges across CA, you are preparing for disaster mitigation, with large populations funneled into bottlenecks such as what this could potentially be. So I requested info from this waaay over-qualified local community, and this is what Annemarie said. "Most of the people cleared brush on the properties (county programs free), most have extra water storage, a group has looked into escape routes and Disaster centers in each community, have had CERT trainings, Red Cross trainings, have storage through the fire dep. with resources, have many community centers, are next to an airport,"

And of course Albion IS a port.

Having lived in this community for about 30 years, I have learned to appreciate deeply the visitor population self-enforcing aspect of the small winding roads and bridges along our coast. Changing the bridge would be inconsistent and potentially increase driver's speed along the small village endangering lives.

So please help this community in their efforts to save our troubled earth, and heed their requests for just a seismic retrofit and pedestrian path. Help us all celebrate the last timber bridge on Highway 1.

Sincerely, [REDACTED]

From: [Mary Walsh](#)
To: albionbridge@DOT
Cc: [Walker, Liza M@DOT](#)
Subject: Albion River Bridge
Date: Friday, May 20, 2022 5:02:47 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I am writing to extend my objections to the way that the recent Scoping Session was handled and to request that another Scoping Session be held in a format that is more accessible. I found the Webex platform cumbersome in the extreme. As to the Bridge, why is there not "Preservation" among the alternatives? I would like to see the Albion River Bridge preserved. Certainly it can be, given some repair and maintenance. It is an Historic structure and as such is of Cultural Significance. I do not mean preserved simply as a pedestrian walkway, but as the highway, Highway One. I am an Albion Bridge Steward and I am in support of the comments sent under separate cover.

Sincerely, Mary Walsh Chair, Executive Committee,
Mendocino Group, Sierra Club

From: [REDACTED]
To: albionbridge@DOT
Subject: Albion River Bridge
Date: Monday, May 9, 2022 11:03:23 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Caltrans.

RE: Albion River Bridge Project

As a frequent traveler to the Albion Coast for the past 30 plus years, visiting at least 14-45 days per year. I would like to express my concerns regarding the current status of the Albion River Bridge. In my opinion, the existing Albion River Bridge is outdated and is truly a driving hazard when considering the traffic flow volumes and the number of tourists or residents who find it necessary to walk or bike along the bridge railing, especially during high-traffic times. In my experience as a Professional Fire Fighter Paramedic I can truly say, in the event of an earthquake, tsunami or fire this old wooden structure bridge poses a very real and true public safety risk to the Albion Community and all visitors the *must* use this bridge for travel.

Again, in my opinion, one does not need to be a structural engineer to know wood, of any type, in this coastal environment will not last under any repair plan. Especially as old as the Albion Bridge is. Replacing each wood member while maintaining daily traffic flows on this small, narrow bridge, at any cost, as the few community members suggested, is not financially sustainable under any State budget nor should state taxpayer dollars be used to temporarily upgrade/improve this costly thoroughfare, especially in the small community of Albion with less than 300 residents. If the Albion Community wants to keep this bridge as a walking bridge, they should do so at their own cost or find additional/alternative funding sources or approach agencies such as the CA State Parks or other funding like all communities must do.

I STRONGLY support a modern bridge replacement, with the proposed road alignments, planned in conjunction with the modern replacement plans, as soon as possible. In my 30 plus years of traveling and visiting Albion, I have seen many serious accidents in this stretch of highway that Caltrans, admittedly, recognizes needs serious attention. This cannot be accomplished by maintaining the outdated narrow wooden bridge. As a taxpayer I also applaud the replacement project as **THE best long term, safe, and cost-effective alternative.**

Attempting to maintain a wooden bridge structure especially as old as narrow as the Albion Bridge is an unnecessary tax burden for all State taxpayers.

I find it unfortunate that a few Albion Community members will not embrace a modern replacement when their own family's safety as well as the safety of the tourist's (a vital part of the Mendocino Coast Economy!) is at risk when traveling over this outdate, unsafe, costly, wooden Albion River Bridge. I sincerely hope the Albion Community can embrace a modern safe roadway for all Hwy-1 travelers in the state.

Additionally, I find it VERY concerning that two out-of-the-area, non-Albion resident attorneys continue to look for ways to legally delay this project when their families are not at all at risk. I cannot say for sure, however, I have strong inclinations these individuals do not frequent the Albion Coast and have little, if any, true involvement or personal interest in the community or safety of Albion. Many years will pass before the Albion Community sees a completed, safe project due in part to these attorneys' actions. *I sincerely hope no one dies or is seriously injured in the meantime...*

[REDACTED]

From: [REDACTED]
To: albionbridge@DOT; [Walker, Liza M@DOT](mailto:Walker_Liza_M@DOT); Christina.Leach@dot.gov
Subject: Albion River Bridge (ARB) Seismic Retrofitting and Maintenance
Date: Friday, May 20, 2022 2:35:42 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello All,

My name is [REDACTED] and I have lived at my residence [REDACTED] Albion, with my wife [REDACTED] since 1978, over 44 years. I am a retired building contractor and have added to our community by offering a service and jobs. We raised my two children on our Albion Property and they attended the Mendocino Schools in Mendocino.

So this is how I feel about the Albion Bridge. The bridge is a structure of great beauty. The craftsmanship, woodworking and ingenuity to create the bridge in the first place is a true work of art. This iconic bridge is a part of the heart of Albion. Every time I head down the hill towards the coast, there is our beautiful bridge. Structurally, it is magnificent. Large timber framed with old growth fir beams. Anyone who comes to visit Albion, always comments on the impressive wooden bridge. Where can you see these types of bridges?? California has taken great pride to maintain our heritage. In historical areas along the coast the historical buildings are not torn down, but repaired to maintain the original beauty. The need to retrofit for seismic safety is obvious. After that a continued sandblasting and painting would be a part of the continued maintenance; just as it has been kept up, since it's construction. Seismic retrofit are common for older housing, historical buildings and bridges. This is the common sense solution, if one is trying to maintain this historical bridge.

Why do locals and tourist love the Coast? The fact that our area is rural, slow paced and historical are some of the attractions to locals and tourist.

We all appreciate the redwood tree forests, the bridge, the harbor, the Albion flats and our small town living. That is why I live here and one of the reasons tourist come from out of town, because it is different here.

The arguments for total replacement would be more expensive, be noisy to build, take years to build, be a major challenge for local commuters and businesses, increase traffic and speed on HWY One. All negatives, as far as I'm concerned.

Yes, I know Cal Trans has considered building a bigger, wider, straighter bridge and accompanying approaches, but it certainly would not fit into the landscape as we have come to love. Money may not be an issue for Cal Trans, but leaving money aside; retrofitting and maintenance would give a more lasting bridge of beauty. The alternative is a new concrete structure, which would be completely out of place.

I strongly oppose the replacement of the bridge and I only find the seismic retrofitting and maintenance the only viable solution.

Sincerely,

[REDACTED]

Albion, CA 95410

From: [REDACTED]
To: albionbridge@DOT
Cc: [REDACTED]
Subject: Albion River Bridge / Public comments re: Replacement / Rehabilitation Project
Date: Wednesday, May 18, 2022 11:58:40 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

From: [REDACTED]
Sent: Wednesday, May 18, 2022
To: Liza Walker / Caltrans District 1
Subject: Albion River Bridge: public comments re: Replacement / Rehabilitation Project

Dear Ms. Walker,

I am a professional photographer who lives on Albion Ridge Road. My business involves both commercial photography for Mendocino County inns and restaurants, and selling my fine art photography in local art galleries. My livelihood depends on being mobile and available to my clients.

Construction projects that make it difficult to conduct my business in a timely manner are naturally of concern. Whether my photo assignments mean going south over the Salmon Creek bridge to the Anderson Valley and the South Coast, or north over the Albion Bridge to Mendocino, Caspar, and Fort Bragg, I regularly need to cross the bridges at Albion. In short, my profession relies on the ability to travel and traffic delays would be more than an inconvenience, they would be a costly challenge for my business.

Thanks kindly for your consideration, and for submitting my comment to the record.

[REDACTED]

From: [REDACTED]
To: Walker_Liza_M@DOT; albionbridge@DOT
Cc: [REDACTED]
Subject: Albion River Bridge 2022
Date: Thursday, May 5, 2022 1:01:24 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Please...Preserve the historic/al Albion River Bridge and its Albion environment.
Thank you,
[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Cc: [REDACTED]
Subject: Albion River Bridge alternatives --Attention: Liza Walker
Date: Thursday, April 28, 2022 4:11:20 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Liza:

Thank you for taking on this contentious project!

Although I have a sentimental attachment to the existing bridge, I am writing in support of replacing it. Safety, esthetics, greater functionality for cars, trucks, walkers and bicyclists -- all argue for a new bridge constructed with modern materials. Moreover, the mouth of the Abion River is a beautiful spot. An esthetically pleasing concrete bridge, properly aligned with the geography, will enhance this wonderful resource, as well as the Albion Village and the Albion River Inn. Its siting should take both of these anchors into account.

My main reason for writing is to raise a few questions -- and perhaps options -- about the future use of the old bridge. I am not an engineer, so my comments are not informed by any understanding of physics or road building. Personally, I wouldn't like the visual of two bridges within sight of each other across a reasonably small river. A properly designed new bridge should provide for walkers, bicyclists and all wheeled vehicles in the vicinity of Highway 1. However, there are other upstream locations, on the Albion River and on the Salmon Creek drainage, where bridges are needed for emergency evacuation in case of fire. My colleague and friend, Rick Hemmings, designed a Satellite supported map of the Mendocino coast that is intended to guide those who have downloaded it to their phone to possible escape routes. A small group of us scouted the back country and, with the input of Michael Rees, Chief of the Albion/Little River Volunteer Fire Department, and Ted Williams, Supervisor, identified several already drivable logging roads connecting the Albion and Navarro Ridges with each other and the latter with Highway 128. In the first instance, however, a bridge needs to connect roads on the north and south sides of the drainage. Similarly, a potential route north exists for those at the eastern end of the Albion Ridge Road connecting residents there with the Little River/Airport Road. A bridge is needed to connect existing roads on both sides of the drainage.

These don't need to be fancy bridges. Repurposing the existing Albion River might be one way to solve this problem. However, the flat metal bridges employed by the logging companies might be another, and possibly cheaper, approach. The expense of salvaging a wooden structure might be far greater than acquiring and placing new metal bridges. A more important argument against using the wooden Albion bridge for this purpose is the long timeline for the project. We need to cross those streams now.

I believe the County has submitted a proposal to CalFire that would fund such bridges in the near term. COVID may have derailed that process. If CalTrans is involved in the provision of escape routes in rural parts of the state, could you put us in touch with that division? We would like more information about such a program.

Reading back over this, I see that I started with views on the old bridge and ended with a few comments on other, less visible bridges that are needed here on the coast. I applaud your efforts to develop some agreement on the way forward in our fractious community. But I also wanted to open the door to a discussion with CalTrans about less visible, but necessary bridges in the back country. Thanks for pointing us in the right direction on that one.

Warm regards,

[REDACTED]
[REDACTED]
Albion, CA 95410
[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Subject: Albion River Bridge comments
Date: Thursday, May 5, 2022 9:36:39 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Albion River Bridge Project!

The existing Albion River Bridge is outdated and is truly a driving hazard when considering the traffic flow volumes and the number of tourists who find it necessary to walk along the bridge railing in full on traffic, including bike riders, car advertising shoots etc. In an earthquake, tsunami or fire this old wooden structure bridge poses a true public safety risk to the Albion Community! You don't need to be a structural engineer to know wood of any type in this coastal environment will not last under any repair plan! Especially as old as the Albion Bridge is. Replacing each wood member while maintaining daily traffic flows on a narrow bridge at any cost as the few community members suggested is not financially sustainable under any State budget nor should state tax payer pay for the small community of Albion of less than 300 residents to keep a costly bridge in place. If the Albion Community wants to keep this bridge as a walking bridge they should do so at their cost or find a funding source such as state parks or other funding like all communities must do.

I support the modern bridge replacement with all the road alignments planned in conjunction with the modern replacement as soon as possible for over all public safety improvements. In my 30 years here I have seen many serious accidents in this stretch of highway that Caltran recognizes needs attention. This can not be accomplished by maintaining the outdated narrow wooden bridge. As a tax payer I also applaud the replacement project as the best long term safe and cost effective alternative. Attempting to maintain a wooden bridge structure especially as old as narrow as the Albion Bridge is an unnecessary tax burden for all State tax payers.

I find it unfortunate that a few Albion Community members will not embrace a modern replacement when their own family safety is at risk when traveling over this bridge along with all travelers who pass over this old wooden bridge. I hope the Albion Community can embrace a modern safe roadway for all Hwy-1 travelers in the state.

I find it concerning that two out of the area non Albion residents attorneys continue to look for ways to legally delay this project when their family is not at risk. Many years will pass before the Albion Community will see a completed safe project due in part to these attorneys actions. I hope no one dies in the mean time.

A public safety concerned community member... [REDACTED]

From: [REDACTED]
To: Christina.Leach@dot.gov; [Walker, Liza M@DOT](mailto:Walker.Liza.M@DOT); albionbridge@DOT
Subject: Albion River Bridge Project
Date: Friday, May 20, 2022 9:35:48 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello to all concerned:

As an Albion resident, I stand with the Albion Stewards to preserve and maintain the current bridge.

It is sound and use the our tax dollars wisely by preserving it.

Do not yield to wider roads and faster traffic.

The existing historic character of the bridge and surrounding areas need to be preserved and cared for.

This includes the environment and the people.

In addition, all toxins need to be cleaned up.

The destruction and “replacement” of the historic/al Albion River Bridge is inconsistent with numerous requirements of the:

- California-certified Mendocino County LCP
- Coastal Act
- California Coastal Management Program
- State and US historical preservation law

Respectfully,

[REDACTED]

Albion, CA

From: [REDACTED]
To: albionbridge@DOT
Subject: Albion River Bridge Public Comment
Date: Friday, May 20, 2022 4:39:42 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,
thank you for including the publics' comments in your decision making.

After moving to the Albion Ridge just over a year ago with my young family, I urge the committee to rally behind an option that satisfies the needs of tourist vacationers as well as locals.

The option I saw the most promise in was the **continued maintenance of the current bridge as a pedestrian / biking only bridge with a new bridge to the east/ west side of the current bridge.**

Albion is isolated and can use more people coming, and quite frankly, give a place for some of those who haven't left the ridge to walk off of it for awhile!

The current bridge is stable (enough) and the unique wood construction not only speaks to the craftsmanship and woodworking culture of the area, but it could also be the last one standing during a earthquake. Having a pedestrian option would also leave room for those using the services of the boat launch or campground to safely make the walk across the now dangerously slim bridge.

Having moved here just 1 year ago, a new bridge with a wide pedestrian option could be a nice addition to the neighborhood culture, community, and would make the North Coast an even more desirable attraction to tourists.

Peace,

[REDACTED]

Albion, Calif. 95410

* * *

[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Subject: Albion River Bridge Replacement/Rehabilitation Project
Date: Friday, May 20, 2022 11:20:02 AM
Attachments: [Albion Bridge Project - No Action Req.pdf](#)

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear CALTRANS,

My name is [REDACTED]. I am a local attorney in Mendocino County. My address is [REDACTED], Ukiah, CA 95482.

I was a resident of Albion for many years, and I also have an interest in lands overlooking the Albion Bridge.

I am writing this letter to request that the No Action Alternative is taken.

The Albion Bridge is priceless in its historic and scenic value, and should not be disturbed.

Replacing the bridge is also a foreseeable hazard to the Mendocino County coastal community, which may endanger lives.

It is well established that Albion is rich in historical significance, which began in 1822. Captain William A. Richardson, an Englishman, arrived at the Presidio of San Francisco in 1822 as mate of an English whaling ship, the *Orion*. By 1836, he had obtained a land grant for Rancho Saucelito (as it was then spelled) moving there from Yerba Buena in 1841. On September 24, 1844, Richardson petitioned Governor Micheltorena for recompense, in the form of a second land grant, for his many unpaid years as captain of the Port of San Francisco. In response, he was issued a "passport", a right to search for and occupy land "two leagues by ten" on the "unoccupied" north coast. Richardson called the area he eventually chose "Rancho Albion" after his homeland. The grant stretched from Mal Paso (near present Irish Beach) to the south bank of the Rio Grande (Big River), and about six miles inland (near the old location of Hop Flat on the Navarro River). Richardson believed the grant contained 50,000 acres. He submitted a description and diseno (rough map) in March, 1846, only a few months before the outbreak of the Bear Flag Rebellion.

Albion, the ancient name for Britain, was the name was originally applied to a land grant in 1884 by William A. Richardson, and the Albion River inherited the name of the grant.

Captain Richardson built a sawmill near the mouth of the Albion River in 1853. The mill was converted to steam power in 1856 and burned in 1867. The mill was rebuilt to cut 35,000 board feet (83 m³) of lumber per day. This sawmill grew into the Albion community we see today.

Today Albion is a quiet community with pristine natural resources. The river has been designated as one of California's wild and scenic rivers.

The Albion Bridge is a historical landmark, a museum piece that preserves part of the rich heritage of California's North Coast. It should be left undisturbed, and preserved.

As a member of the Albion community, I have personal knowledge that the Albion bridge itself remains to be adequate in size. Heavy traffic is never caused by the size or width of the bridge. Pedestrians, cyclists, and equestrian use of the bridge is nearly non-existent. Over the years, I have never seen a horse on the bridge. I have only seen a few pedestrians use the bridge. Most of them were on the bridge only for taking photographs. Therefore, there is no reason to replace the bridge for any traffic-related concern.

If you were to replace the bridge, the construction project will foreseeably cost lives. A large percentage of the coastal population south of the bridge are elderly. The only hospital in the area is located in Fort Bragg. If anybody south of the Albion Bridge requires emergency medical care, they will have to be transported over the bridge. Foreseeable traffic delays caused by the replacement of the bridge could prevent emergency access to the hospital, and thus cost lives.

Since the replacement of the Albion bridge is unnecessary, its replacement will unnecessarily destroy the natural beauty of the Albion River, the historic value of the bridge, and will unnecessarily cost lives - And for what? Nothing.

Sincerely,

A solid black rectangular box used to redact the signature of the author.

From: [REDACTED]
To: albionbridge@DOT
Subject: Caltrans Multiple Projects in Albion
Date: Sunday, May 8, 2022 12:02:49 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I must respectfully oppose Caltrans' attempt, in multiple separate projects, to completely transform scenic Highway One, one of the most beautiful remaining drives on the North Coast, into a speedway that conforms to their usual statewide specifications.

This is, in the first place, a total waste of taxpayer money. Highway One, in this part of Mendocino County, will never be a commercial thoroughfare. There are no important towns in either direction, other than Fort Bragg, which is more easily accessed from Highway 20. The specifications that Caltrans feels it must implement may be appropriate in other areas of our state but NOT in Albion. The unalterable, winding Navarro River grade accessing Highway 128 is to the south of the proposed development, and the hairpin turns of Dark Gulch are to the north. There's no room for bicycle lanes anywhere along this route. Why convert a brief, pleasurable drive between these two challenging aspects of Highway One into a generic 3-lane highway?

The beautiful 1944 Albion River Bridge is a recognized state and national monument, the last all-timber bridge in California. Numerous engineering reports by world class bridge engineers have declared that the bridge is safe and can be made even more safe with far more modest expenditures than tearing it down and building a new bridge. This part of Highway One should be preserved for tourism and exempted from Caltrans' usual operational procedures.

Anyone visiting Albion will be heartbroken to see what Caltrans is trying to destroy in the name of convenience, efficiency, and a misguided idea of safety. Our town and coastline, a jewel of California history and tourism, a joy to its inhabitants, will be ruined.

I have lived in Albion for fifty years. I BEG you to re-think this terrible mega-project and allow Caltrans' to demonstrate its ability to be flexible and preserve other values than mindless conformity to standards that simply aren't applicable in all situations.

[REDACTED]



May 16, 2022

Submitted via email

Liza Walker, Environmental Branch Chief
Caltrans District 1
California Department of Transportation
1656 Union Street
Eureka, CA 95501
(707) 441-5672
albionbridge@dot.ca.gov

RE: Scoping Comments on DEIS, Albion River Bridge Replacement

Dear Ms. Walker,

On behalf of the Center for Biological Diversity (Center), we submit these scoping comments on the Federal Highway Administration (FHWA) and California Department of Transportation (CalTrans) notice that a Draft Environmental Impact Statement (DEIS) will be prepared for the Albion River Bridge Replacement Project (Project) in Mendocino County. We urge Caltrans, as the agency delegated under 23 U.S.C. § 327 to carry out environmental review pursuant to the National Environmental Policy Act, to ensure the Project does not contribute 6PPD-quinone to the Albion River and surrounding watersheds, and contains appropriate measures to minimize the amount of toxic chemicals from tire dust reaching waters occupied by endangered salmon.

This Project Occurs in Coho Salmon Critical Habitat

According to the notice published in the Federal Register, the “[t]he purpose of this Project is to either replace or rehabilitate the seismically and structurally deficient Albion River Bridge with a structure that would ensure the safety and reliability of this critical link on SR 1 of the state highway system.”¹ This Project occurs within the critical habitat for the coho salmon.

The Central California Coast evolutionarily significant unit (ESU) of coho salmon (*Oncorhynchus kisutch*) was listed as threatened under the Endangered Species Act (ESA) in 1996² and uplisted to endangered in 2005.³ The National Marine Fisheries Service (NMFS) recognizes the Central California Coast Coho ESU as one of their “Species in the Spotlight,” an

¹ 87 Fed. Reg. 23313, Notice of Intent to Prepare a Draft Environmental Impact Statement (DEIS) (April 19, 2022).

² 61 Fed. Reg. 56138 (October 31, 1996).

³ 70 Fed. Reg. 37159 (June 28, 2005).

initiative to provide immediate, targeted efforts to halt declines and stabilize populations of the species most at-risk of extinction in the near future.⁴ The nine “Species in the Spotlight” are those whose “extinction is almost certain in the immediate future because of rapid population decline or habitat destruction, and its survival conflicts with construction, development, or economic opportunity.”⁵ However, because the threats to these species are well understood, “necessary management actions have a high probability of success.”⁶

Critical habitat is defined under the ESA as specific areas within a species’ current range that have physical or biological features “essential to the conservation of the species.”⁷ NMFS designated critical habitat for the Central Coast coho in 1999.⁸ Critical habitat for the Central California Coast ESU encompasses accessible reaches of all rivers (including estuarine areas and tributaries) between Punta Gorda and the San Lorenzo River in California. This critical habitat includes all waterways, substrate, and adjacent riparian zones below longstanding, naturally impassable barriers (i.e., natural waterfalls in existence for at least several hundred years).⁹ The site of the Project, where the Albion River crosses Highway 1, lies roughly halfway between the San Lorenzo River and Punta Gorda, in the middle of Central Coast coho critical habitat.

As recognized by NMFS, the Coastal California ESU of coho salmon, especially at its southern extent, has teetered on the brink of extinction. “Populations reached extremely low levels during the height of California’s recent extended drought (2011–2016), though some have rebounded in the past several years. Nevertheless, all populations remain depressed and well below recovery targets, particularly those in the most southern portion of the ESU, which are highly vulnerable to extinction and dependent on ongoing conservation hatchery programs.”¹⁰

This Project Will Contribute 6PPD-Quinone, A Chemical Accurately Toxic to Coho Salmon, to Stormwater Runoff

Last year scientists published a seminal paper in *Science* demonstrating tire tread particles from road runoff are causing acute mortality amongst coho salmon.¹¹ Tian et al. 2021. This paper is attached to these comments. As explained in the abstract,

⁴ NMFS, Species in the Spotlight, available at <https://www.fisheries.noaa.gov/topic/endangered-species-conservation/species-in-the-spotlight>

⁵ *Id.*

⁶ *Id.*

⁷ 16 U.S.C. 1532 (5).

⁸ 64 Fed. Reg. 24049 (May 5, 1999)

⁹ *Id.*

¹⁰ NMFS Species in the Spotlight: Priority Action 2021-2025, Central California Coast Coho Salmon, <https://www.fisheries.noaa.gov/resource/document/species-spotlight-priority-actions-2021-2025-central-california-coast-coho-salmon>

¹¹ Tian et al. 2021, A ubiquitous tire rubber-derived chemical induces acute mortality in coho salmon. *Science* 271: 6526. DOI: [10.1126/science.abd6951](https://doi.org/10.1126/science.abd6951)

In U.S. Pacific Northwest coho salmon (*Oncorhynchus kisutch*), stormwater exposure annually causes unexplained acute mortality when adult salmon migrate to urban creeks to reproduce. By investigating this phenomenon, we identified a highly toxic quinone transformation product of *N*-(1,3-dimethylbutyl)-*N'*-phenyl-*p*-phenylenediamine (6PPD), a globally ubiquitous tire rubber antioxidant. Retrospective analysis of representative roadway runoff and stormwater-affected creeks of the U.S. West Coast indicated widespread occurrence of 6PPD-quinone (<0.3 to 19 micrograms per liter) at toxic concentrations (median lethal concentration of 0.8 ± 0.16 micrograms per liter). These results reveal unanticipated risks of 6PPD antioxidants to an aquatic species and imply toxicological relevance for dissipated tire rubber residues.

In other words, when it rains, stormwater flushes bits of aging vehicle tires left on roads into neighboring streams and watersheds. One of the chemicals in tire particles, a molecule related to a preservative that keeps tires from breaking down too quickly, leaches into the water where it causes widespread death of coho salmon before they can spawn. The chemical is ubiquitous, and accounts for the acute mortality events observed in adult coho salmon in suburban and urban creeks along the West Coast.

This study has implications that reverberate worldwide. Globally, over 3.1 billion tires are produced annually for the planet's nearly 1.5 billion vehicles, resulting in an average 0.81 kg per capita annual emission of tire rubber particles.¹² "Tire tread wear particles (TWPs) are one of the most substantial microplastics sources to freshwaters; 2 to 45% of total tire particle loads enter receiving waters, and freshwater sediment contains up to 5800 mg/kg TWP. Supporting recent concerns about microplastics, 6PPD-quinone provides a compelling mechanistic link between environmental microplastic pollution and associated chemical toxicity risk."¹³ And as the authors acknowledge, it is improbable that coho salmon are unusually sensitive to 6PPD-quinone – many more aquatic species are likely harmed by the chemical's ubiquitous presence near busy roadways. Stormwater runoff has been shown to have sublethal effects on other fish – including reduced growth, heart defects and pulmonary edema – which affect their ability to avoid predators and can lead to poor survival.

Beyond the toxic chemicals that leach from tire tread particles, the particles themselves are also of increasing concern. Tire wear is estimated to be one of the largest sources of microplastics entering the aquatic environment.¹⁴ "Although quantification of environmental pathways remains a challenge, the relative contribution of tire wear and tear to the total global amount of plastics ending up in our oceans was roughly estimated to be in the range of 5–10%."¹⁵ Aquatic organisms may be exposed to these particles through their gills and feeding, and humans are

¹² *Id.*

¹³ *Id.*

¹⁴ Kole PJ, Löhr AJ, Van Belleghem FGAJ, Ragas AMJ. Wear and tear of tires: a stealthy source of microplastics in the environment. *Int J Environ Res Public Health*. 2017;14(10):1265

¹⁵ *Id.*

subsequently exposed “to micro-sized and nano-sized tire particles via the consumption of aquatic food species.”¹⁶

The Project will contribute to the runoff of toxic 6PPD-quinone into the Albion River and will increase the pre-spawn mortality crises facing coho salmon along the West Coast. As the roadway onto which tire tread particles are being discharged and flushed into the Albion River, the Project must take into account and mitigate the tire tread particles and associated toxic chemicals that are killing imperiled salmon.

Caltrans Must Implement Stormwater Management Practices to Reduce 6PPD-Quinone

As part of its DEIS, Caltrans must evaluate the cumulative impacts of 6PPD-quinone on coho salmon from this Project, as well as all other activities in the area, and must also evaluate alternatives that implement stormwater management practices that limit 6PPD-quinone from entering the Albion River and surrounding habitat.

Green infrastructure has proven relatively effective at removing 6PPD-quinone from stormwater runoff and Caltrans must evaluate alternatives that incorporate those features.¹⁷ Because 6PPD-quinone is hydrophobic, scientists expect that it will be sequestered by organic matter in the biofiltration studies much the same way as other organic pollutants. From analyses of water samples from studies on bioretention and bioswales, bioretention (relying on infiltration) removed 6PPD-quinone to below detection levels whereas bioswales (relying on horizontal flow over vegetation and compost) removed a majority of 6PPD-quinone, but not all.¹⁸ As part of its practices known to generally remove contaminants, CalTrans must incorporate mitigation measures into this Project, including stormwater bioretention, bioswales, and other techniques.

The notice indicates that CalTrans intends to comply with Section 7 of the ESA and consult with NMFS for potential impacts of the Project to threatened and endangered species.¹⁹ However, NEPA requires a broader scope of analysis than the ESA. For example, NEPA and the ESA

¹⁶ *Id.*

¹⁷ Washington Stormwater Center, Technical Q & A on Stormwater and Tire Chemical Toxicity to Aquatic Organisms; available at <https://www.wastormwatercenter.org/wp-content/uploads/Technical-Q-and-A-Tire-Chemical-Toxicity-WSU-UWT.pdf> (“systems treating roadway runoff for many months continue to prevent acute mortality in coho salmon”).

¹⁸ *Id.*

¹⁹ 87 Fed. Reg. 23313.

define “cumulative impact” differently, with the NEPA analysis being more expansive.²⁰ Therefore, any ESA consultation with NMFS cannot substitute for a proper NEPA analysis.²¹

In its NEPA analysis Caltrans must evaluate the environmental impacts of the Project on threatened and endangered species; must consider cumulative impacts; and must examine a range of alternatives, including designs incorporating best management practices that minimize stormwater runoff into the surrounding watershed, in order to “provid[e] a clear basis for choice among options by the decisionmaker and the public.”²² CalTrans has the ability to mitigate harms to endangered coho salmon and must make every effort to do so.

The urgency of the crisis facing coho salmon and other species impacted by toxic tire dust chemicals demands that agencies, including CalTrans, ensure their actions ameliorate those harms. CalTrans can do that here by designing a replacement bridge that incorporates effective stormwater controls to prevent tire dust from entering the watershed.

We look forward to commenting on a Draft EIS for the Albion River Bridge replacement that fully addresses these concerns. In the meantime, please contact us should there be any further information we can provide.

Sincerely,



Emily Jeffers
Staff Attorney
Center for Biological Diversity
ejeffers@biologicaldiversity.org
(408)348-6958

²⁰ See *Fund for Animals v. Hall*, 448 F. Supp. 2d 127, 136 (D.D.C. 2006) (“[T]he [Endangered Species Act] only requires agencies to consider the cumulative impacts of non-federal actions, while NEPA requires agencies to consider the cumulative impacts of all actions.”).

²¹ See, e.g., *San Luis & Mendota Water Auth. v. Jewell*, 747 F.3d 581, 649-50 (9th Cir. 2014) (describing differences between the statutes and noting they “evaluate different types of environmental impacts” through different processes).

²² 40 C.F.R. § 1502.14.

ECOTOXICOLOGY

A ubiquitous tire rubber-derived chemical induces acute mortality in coho salmon

Zhenyu Tian^{1,2}, Haoqi Zhao³, Katherine T. Peter^{1,2}, Melissa Gonzalez^{1,2}, Jill Wetzel⁴, Christopher Wu^{1,2}, Ximin Hu³, Jasmine Prat⁴, Emma Mudrock⁴, Rachel Hettinger^{1,2}, Allan E. Cortina^{1,2}, Rajshree Ghosh Biswas⁵, Flávio Vinicius Crizóstomo Kock⁵, Ronald Soong⁵, Amy Jenne⁵, Bowen Du⁶, Fan Hou³, Huan He³, Rachel Lundeen^{1,2}, Alicia Gilbreath⁷, Rebecca Sutton⁷, Nathaniel L. Scholz⁸, Jay W. Davis⁹, Michael C. Dodd³, Andre Simpson⁵, Jenifer K. McIntyre⁴, Edward P. Kolodziej^{1,2,3*}

In U.S. Pacific Northwest coho salmon (*Oncorhynchus kisutch*), stormwater exposure annually causes unexplained acute mortality when adult salmon migrate to urban creeks to reproduce. By investigating this phenomenon, we identified a highly toxic quinone transformation product of *N*-(1,3-dimethylbutyl)-*N*-phenyl-*p*-phenylenediamine (6PPD), a globally ubiquitous tire rubber antioxidant. Retrospective analysis of representative roadway runoff and stormwater-affected creeks of the U.S. West Coast indicated widespread occurrence of 6PPD-quinone (<0.3 to 19 micrograms per liter) at toxic concentrations (median lethal concentration of 0.8 ± 0.16 micrograms per liter). These results reveal unanticipated risks of 6PPD antioxidants to an aquatic species and imply toxicological relevance for dissipated tire rubber residues.

Humans discharge tens of thousands of chemicals and related transformation products to water (1), most of which remain unidentified and lack rigorous toxicity information (2). Efforts to identify and mitigate high-risk chemical toxicants are typically reactionary, occur long after their use becomes habitual (3), and are frequently stymied by mixture complexity. Societal management of inadvertent, yet widespread, chemical pollution is therefore costly, challenging, and often ineffective.

The pervasive biological degradation of contaminated waters near urban areas ("urban stream syndrome") (4) is exemplified by an acute mortality phenomenon that has affected Pacific Northwest coho salmon (*Oncorhynchus kisutch*) for decades (5–9). "Urban runoff mortality syndrome" (URMS) occurs annually among adult coho salmon returning to spawn in freshwaters where concurrent stormwater exposure causes rapid mortality. In the most urbanized watersheds with extensive impervious surfaces, 40 to 90% of returning salmon may die before spawning (9). This mortality

threatens salmonid species conservation across ~40% of the Puget Sound land area despite costly societal investments in physical habitat restoration that may have inadvertently created ecological traps through episodic toxic water pollution (9). Although URMS has been linked to degraded water quality, urbanization, and high traffic intensity (9), one or more causal toxicants have remained unidentified. Spurred by these compelling observations and mindful of the many other insidious sublethal stormwater impacts, we have worked to characterize URMS water quality (10, 11).

Previously, we reported that URMS-associated waters had similar chemical compositions relative to roadway runoff and tire tread wear particle (TWP) leachates, providing an opening clue in our toxicant search (10). In this work, we applied hybrid toxicity identification evaluation and effect-directed analysis to screen TWP leachate for its potential to induce mortality (a phenotypic anchor) in juvenile coho salmon as an experimental proxy for adult coho (6). Using structural identification by means of ultrahigh-performance liquid chromatography–high-resolution tandem mass spectrometry (UPLC-HRMS/MS) and nuclear magnetic resonance (NMR), we discovered that an antioxidant-derived chemical was the primary causal toxicant. Retrospective analysis of runoff and receiving waters indicated that detected environmental concentrations of this toxicant often exceeded acute mortality thresholds for coho during URMS events in the field and across the U.S. West Coast.

Aqueous TWP leachate stock (1000 mg/liter) was generated from an equal-weight mix of tread particles (0.2 ± 0.3 mm² average surface area) (fig. S1) from nine used and new tires (table S1). TWP leachate (250 mg/liter positive controls) was acutely and rapidly (~2 to

6 hours) lethal to juvenile coho (24 hours exposures, 98.5% mortality, $n = 135$ fish from 27 exposures) (data file S1), even after heating (80°C, 72 hours; 100% mortality, $n = 10$ fish from two exposures), indicating stability during handling. Behavioral symptomatology (circling, surface gaping, and equilibrium loss) (fig. S2 and movie S1) of TWP leachate exposures mirrored laboratory and field observations of symptomatic coho (5, 6). No mortality occurred in negative controls, including solvent- and process-matched method blanks subjected to identical separations (0 of 80 fish, 16 exposures) or exposure water blanks (0 of 45 fish, nine exposures).

Mixture complexity [measured here as number of UPLC-HRMS electrospray ionization (ESI+) chemical features] was a substantial barrier to causal toxicant identification because 250 mg/liter TWP leachate typically contained more than 2000 ESI+ detections. Our fractionation studies, optimized over 2-plus years through iterative exploration of toxicant chemical properties, focused on reducing these detection numbers to attain a simple, yet toxic, fraction amenable to individual compound identifications. Throughout this fractionation procedure, observed toxicity remained confined to one narrow fraction, which is consistent with a single compound or a small, structurally related family of causal toxicants. In initial studies, TWP leachate toxicity was unaffected by silica sand filtration, cation and anion exchange, and ethylenediaminetetraacetic acid (EDTA) (114 μM) addition (12), indicating that toxicant(s) were not particle-associated, strongly ionic, or metals, respectively, and validating prior studies that eliminated candidate pollutants (13, 14) as primary causal toxicants.

Mixture complexity was reduced by using cation exchange, two polarity-based separations (XAD-2 resin and silica gel), and reverse-phase high-performance liquid chromatography (HPLC) on a semipreparative C18 column (250 by 4.2 mm ID, 5 μm particle size). After C18-HPLC generated 10 fractions, only C18-F6 (10 to 11 min) was toxic; it contained ~225 ESI+ and ~70 ESI- features (Fig. 1). Having removed ~90% of features, we began to prioritize and identify candidate toxicants by abundance (peak area), followed by fish exposures with commercial standards at fivefold higher concentrations (mixtures at 1 to 25 μg/liter) than those estimated in C18-F6. We identified 11 plasticizers, antioxidants, emulsifiers, and various transformation products, including some well-known environmental contaminants [such as tris(2-butoxyethyl) phosphate] and some that are rarely reported [such as di(propylene glycol) dibenzoate and 2-(1-phenylethyl)phenol] (table S2). We also detected several bioactive, structurally related phenolic antioxidants and their transformation products (2,6-di-

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butyl-4-hydroxy-4-methyl-2,5-cyclohexadienone, 3,5-di-*t*-butyl-4-hydroxybenzaldehyde, and 7,9-di-*tert*-butyl-1-oxaspiro[4,5]deca-6,9-diene-2,8-dione (15). However, over many rounds of identification and subsequent exposure to juvenile coho, none of these identified chemical exposures reproduced URMS symptoms or induced mortality. Because these identifications used exhaustive environmental scientific literature searches (10, 16, 17), we suspected a previously unreported toxicant.

To sharpen our search, we used multidimensional semipreparative HPLC using two additional structurally distinct column phases [pentafluorophenyl (PFP) and phenyl]. Parallel fractionations (same column dimensions, mobile phase, and gradient as for C18-HPLC) (18) of the toxic silica gel fraction generated toxic fractions of PFP-F6 (10 to 11 min; ~204 ESI+, 60 ESI- features) and phenyl-F4 (8 to 9 min; ~237 ESI+, 75 ESI- features); all other fractions were nontoxic. Across these separations (C18, PFP, phenyl), only four ESI+ and three ESI- HRMS features co-occurred in all three toxic fractions (fig. S3). Of these, one unknown compound [mass/charge ratio (*m/z*) 299.1752, $C_{18}H_{22}N_2O_2$, RT 11.0 min on analytical UPLC-HRMS] dominated the detected peak area (10-fold higher intensity in both ESI+ and ESI-). To further resolve candidate toxicants for synthetic efforts, we converted the three-dimensional chromatography workflow from parallel to serial through sequential C18, PFP, and phenyl columns (C18-F6 to PFP-F6 to phenyl-F4; with solvent removal by means of centrifugal evaporation and toxicity confirmation between separations). The purified final fraction was chemically simple (four ESI+, three ESI- detections), highly lethal (100% mortality in 4 hours; $n = 15$ coho, three exposures), and was again dominated by $C_{18}H_{22}N_2O_2$. Drying this fraction yielded a pink-magenta precipitate (Fig. 1).

Published characterizations of crumb rubber (16) and receiving waters (10, 17) did not mention $C_{18}H_{22}N_2O_2$. UPLC-HRMS/MS spectra indicated C_4H_{10} and C_6H_{12} alkyl losses (M-58 and M-84 fragments) (Fig. 2B), but MS³ and MS⁴ fragmentation yielded no additional structural insights (fig. S4). Additionally, in silico fragmentation (MetFrag, CSI:FingerID) of $C_{18}H_{22}N_2O_2$ compounds in PubChem and ChemSpider (15,624 and 17,105 structures, respectively) failed to match observed fragments. Thus, to the best of our knowledge, $C_{18}H_{22}N_2O_2$ was not described in environmental literature or databases and posed a “true unknown” identification problem (19). We then assumed a transformation product; industrial manufacturing (such as high heat or pressure, or catalysis) and diverse reactions in environmental systems generate many undocumented transformation products, most of which lack commercial standards.

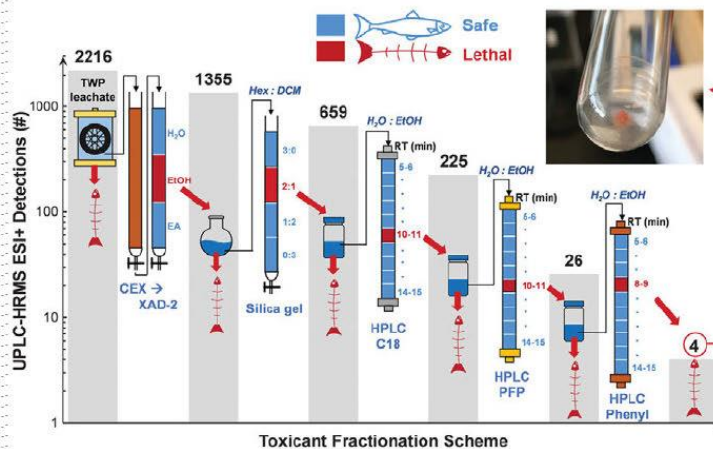


Fig. 1. Tire rubber leachate fractionation scheme. As a metric of mixture complexity and separation efficiency, the numbers above gray bars represent distinct chemical features detected in solid phase extracted fish exposure water (1 liter) and subsequent fractions by means of UPLC HRMS. Blue indicates nonlethal fractions; red indicates lethal fractions. All fractionation steps and exposures were replicated at least twice; positive and negative controls were included throughout fractionations. (Inset) Purified product (~700 μ g from 30 liter of TWP leachate) in the final lethal fraction. TWP, tire tread wear particles; CEX, cation exchange; EA, ethyl acetate; EtOH, ethanol; H₂O, water; Hex, hexane; DCM, dichloromethane; RT, retention time.

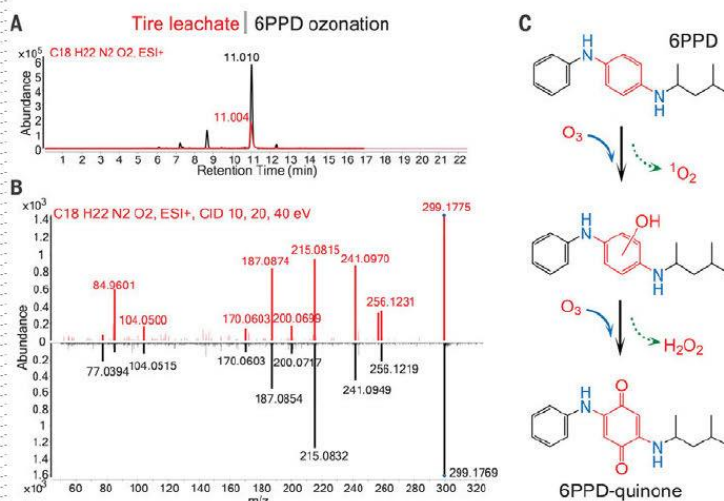


Fig. 2. 6PPD-quinone identification and a proposed formation pathway. (A) Extracted ion chromatograms of 6PPD quinone from UPLC HRMS (ESI+); red data indicate the final fraction from TWP leachate, and black data indicate the purified 6PPD ozonation mixture. (B) Observed MS/MS fragmentation (integrated from 10, 20, and 40 eV) of 6PPD quinone in the final toxic fraction from TWP leachate (red spectra) and 6PPD ozonation (black spectra). (C) One proposed reaction pathway from 6PPD to 6PPD-quinone (alternate proposed formation pathways are provided in fig. S13). Red highlights indicate key changes in the diphenylamine structure during ozonation.

Our breakthrough came by assuming that abiotic environmental transformations commonly modify active functional groups by preferentially altering the numbers of hydrogen and oxygen atoms relative to carbon and nitrogen. By searching a recent U.S. Environmental Protection Agency (EPA) crumb rubber report (16) for related formulas ($C_{18}H_{22}N_2O_{2-5}$), several characteristics of the $C_{18}H_{22}N_2$ anti-ozonant “6PPD” [N-(1,3-dimethylbutyl)-N'-phenyl-p-phenylenediamine] matched necessary attributes. First, 6PPD is globally ubiquitous (0.4 to 2% by mass) in passenger and commercial vehicle tire formulations (20), indicating sufficient production to explain mortality observations within large and geographically distinct receiving water volumes. 6PPD was present in TWP leachate but was completely removed during fractionation through cation exchange. 6PPD crystals are purple, similar to the pink-magenta precipitate obtained after fractionation. Most compellingly, neutral losses in 6PPD gas chromatography (GC)-MS spectra matched the $C_{18}H_{22}N_2O_2$ GC-HRMS spectra (fig. S5), and the predicted $\log K_{ow}$ of 6PPD (5.6) (K_{ow} , n -octanol-water partition coefficient) was close to that for $C_{18}H_{22}N_2O_2$ (5 to 5.5) (11). Last, literature detailing the industrial chemistry of 6PPD reactions with ozone [7 days, 500 parts per billion volume (ppbv)] described a $C_{18}H_{22}N_2O_2$ product (21), leading us to hypothesize that 6PPD was the likely protoxicant (Fig. 2C).

We tested this hypothesis with gas-phase ozonation (500 ppbv O_3) of industrial grade 6PPD (96% purity) (21). A $C_{18}H_{22}N_2O_2$ product formed; UPLC-HRMS analysis demonstrated exact matches of retention time (11.0 min) and MS/MS spectra between this synthetic $C_{18}H_{22}N_2O_2$ and the TWP leachate fractionation-derived $C_{18}H_{22}N_2O_2$ (Fig. 2, A and B). When purified, the ozone-synthesized $C_{18}H_{22}N_2O_2$ formed a reddish-purple precipitate. One-dimensional 1H NMR structural analysis confirmed identical TWP leachate-derived and ozone-synthesized $C_{18}H_{22}N_2O_2$ structures (figs. S6 to S7). Two-dimensional NMR spectra and related simulations revealed isolated tertiary carbons and carbonyl groups (figs. S8 to S12), clearly indicating a quinone structure for $C_{18}H_{22}N_2O_2$ rather than the dinitrone struc-

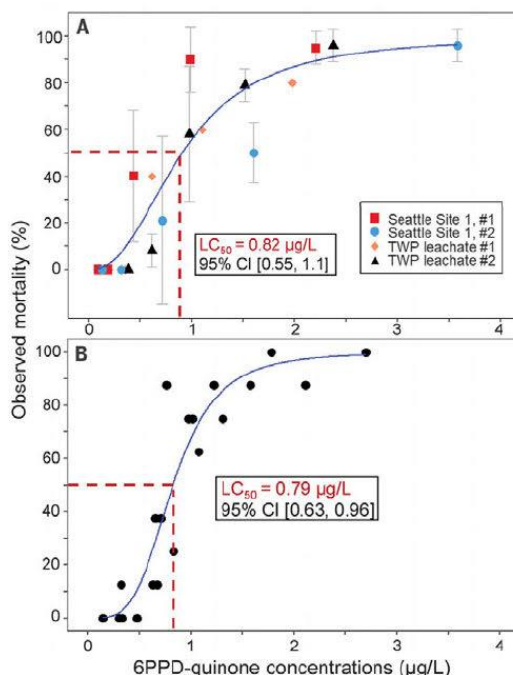


Fig. 3. Dose-response curves. (A) Dose response curve for 24 hour juvenile coho exposures to roadway runoff and TWP leachate ($n = 365$ fish). Error bars represent three replicates of eight fish (except TWP leachate 2, $n = 5$ fish; Seattle site 1, duplicate of $n = 10$ fish). 6PPD quinone concentrations were from retrospective quantification. (B) Dose response curves for 24 hour juvenile coho exposures to ozone synthesized 6PPD quinone (10 concentrations, two replicates, $n = 160$ fish). Curves were fitted to a four parameter logistic model. CI, confidence interval.

ture reported in the past 40 years of literature describing 6PPD ozonation products (21). Therefore, the $C_{18}H_{22}N_2O_2$ candidate toxicant was unequivocally “6PPD-quinone” {2-anilino-5-[(4-methylpentan-2-yl)amino]cyclohexa-2,5-diene-1,4-dione}. Consistent with environmental 6PPD ozonation, reported 6PPD ozonation products $C_{18}H_{22}N_2O$ (formula-matched) and 4-nitrosodiphenylamine ($C_{12}H_{10}N_2O$, standard-confirmed) (21) also were detected in ozonation mixtures and nontoxic TWP leachate fractions.

Exposures to ozone-synthesized and tire leachate-derived 6PPD-quinone (~ 20 µg/liter nominal concentrations) both induced rapid (<5 hours, with initial symptoms evident within 90 min) mortality ($n = 15$ fish, three exposures) (fig. S2 and movie S2), which matched the 2 to 6 hours mortality observed for positive controls. Behavioral symptomology in response to synthetic 6PPD-quinone exposures matched that from field observa-

tions, roadway runoff, bulk TWP leachate, and final toxic TWP fraction exposures, confirming the phenotypic anchor (5–9). Using synthetic 6PPD-quinone (purity $\sim 98\%$), we performed controlled dosing experiments (10 concentrations, $n = 160$ fish in two independent exposures). 6PPD-quinone was highly toxic [median lethal concentration (LC_{50}) 0.79 ± 0.16 µg/liter] to juvenile coho salmon (Fig. 3B). Estimates of LC_{50} through controlled exposures closely matched estimates derived from bulk roadway runoff and TWP leachate exposures (LC_{50} 0.82 ± 0.27 µg/liter), indicating the primary contribution of 6PPD-quinone to observed mixture toxicity (Fig. 3A). Direct comparisons with 6PPD were performed (LC_{50} 250 ± 60 µg/liter through nominal concentrations) (fig. S14), but confident assessment of 6PPD toxicity was precluded by its poor solubility, high instability, and formation of products during exposure.

To assess environmental relevance, we used UPLC-HRMS to retrospectively quantify 6PPD-quinone in archived extracts from roadway runoff and receiving water sampling (fig. S15 and table S4) (10). In Seattle-region roadway runoff ($n = 16$ of 16 samples), 0.8 to 19 µg/liter 6PPD-quinone was detected (Fig. 4A). During seven storm events in three Seattle-region watersheds highly affected by URMS, 6PPD-quinone occurred at <0.3 to 3.2 µg/liter ($n = 6$ of 7 discrete storm events; $n = 6$ of 21 samples when

including samples collected across the full hydrograph). These samples included three storms with documented URMS mortality in adult coho salmon; 6PPD-quinone was not detected in pre- and poststorm samples, but concentrations were near or above LC_{50} values during storms. We also detected 6PPD-quinone in Los Angeles region roadway runoff ($n = 2$ of 2 samples, 4.1 to 6.1 µg/liter) and San Francisco region creeks affected by urban runoff ($n = 4$ of 10 samples, 1.0 to 3.5 µg/liter).

These data implicate 6PPD-quinone as the primary causal toxicant for decades of stormwater-linked coho salmon acute mortality observations. Although minor contributions from other constituents in these complex mixtures are possible, 6PPD-quinone was both necessary (consistently present in and absent from toxic and nontoxic fractions, respectively) and, when purified or synthesized as a pure chemical exposure, sufficient to produce URMS at environmental concentrations. Over the product

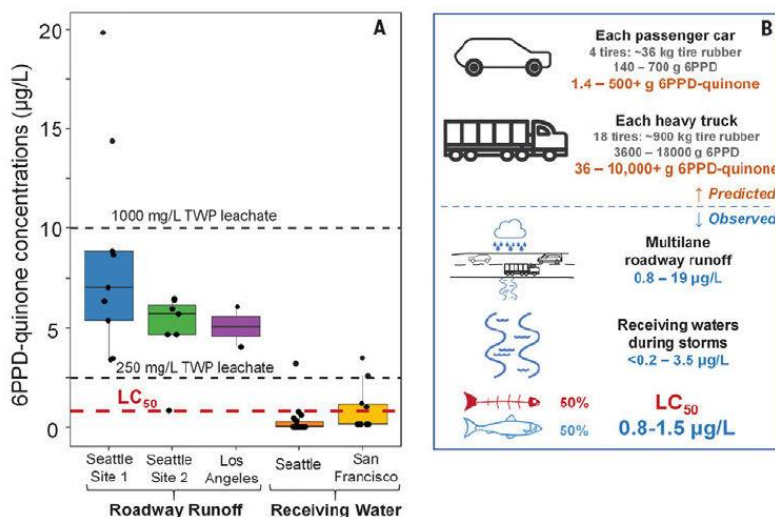


Fig. 4. Environmental relevance of 6PPD-quinone. (A) Using retrospective UPLC HRMS analysis of archived sample extracts, 6PPD quinone was quantified in roadway runoff and runoff affected receiving waters. Each symbol corresponds to duplicate or triplicate samples, and boxes indicate first and third quartiles. For comparison, the 0.8 µg/liter LC_{50} value for juvenile coho salmon and detected 6PPD quinone levels in 250 and 1000 mg/liter TWP leachate are included. (B) Predicted ranges of potential 6PPD quinone mass formation in passenger

cars (for example, four tires, ~36 kg tire rubber mass) and heavy trucks (for example, 18 tires, ~900 kg of tire rubber) (represented in orange) and measured 6PPD quinone concentrations in affected environmental compartments (represented in blue, with experimental data italicized). Predicted ranges reflect calculations applying 0.4 to 2% 6PPD per total vehicle tire rubber mass followed by various yield scenarios (1 to 75% ultimate yields) for 6PPD reaction with ground level ozone to form 6PPD quinone.

life cycle, antioxidants [such as PPDs, TMQs (2,2,4-trimethyl-1,2-dihydroquinoline), and phenolics] are designed to diffuse to tire rubber surfaces, rapidly scavenge ground-level atmospheric ozone and other reactive oxidant species, and form protective films to prevent ozone-mediated oxidation of structurally important rubber elastomers (21, 22). Accordingly, all 6PPD added to tire rubbers is designed to react, intentionally forming 6PPD-quinone and related transformation products that are subsequently transported through the environment. This anti-ozonant application of 6PPD inadvertently, yet drastically, increases roadway runoff toxicity and environmental risk by forming the more toxic and mobile 6PPD-quinone transformation product. On the basis of the ubiquitous use and substantial mass fraction (0.4 to 2%) of 6PPD in tire rubbers and the representative detections across the U.S. West Coast (table S4), which include many detections near or above LC_{50} values, we believe that 6PPD-quinone may be present broadly in peri-urban stormwater and roadway run-off at toxicologically relevant concentrations for sensitive species, such as coho salmon.

Globally, ~3.1 billion tires are produced annually for our more than 1.4 billion vehicles, resulting in an average 0.81 kg per capita annual emission of tire rubber particles (23). TWPs are one of the most substantial micro-

plastics sources to freshwaters (24); 2 to 45% of total tire particle loads enter receiving waters (25, 26), and freshwater sediment contains up to 5800 mg/kg TWP (23, 24, 27). Supporting recent concerns about microplastics (24, 28), 6PPD-quinone provides a compelling mechanistic link between environmental microplastic pollution and associated chemical toxicity risk. Although numerous uncertainties exist regarding the occurrence, fate, and transport of 6PPD-quinone, these data indicate that aqueous and sediment environmental TWP residues can be toxicologically relevant and that existing TWP loading, leaching, and toxicity assessments in environmental systems are clearly incomplete (25). Tire rubber disposal also represents a major global materials problem and potential potent source of 6PPD-quinone and other tire-derived transformation products. In particular, scrap tires repurposed as crumb rubber in artificial turf fields (17) suggest both human and ecological exposures to these chemicals. Accordingly, the human health effects of such exposures merit evaluation.

Environmental discharge of 6PPD-quinone is particularly relevant for the many receiving waters proximate to busy roadways (Fig. 4B). It is unlikely that coho salmon are uniquely sensitive, and the toxicology of 6PPD transformation products in other aquatic species should

be assessed. For example, used tires were more toxic to rainbow trout (75% lower 96 hours LC_{50}) relative to new tires (29), an observation that is consistent with adverse outcomes mediated by transformation products. If management of 6PPD-quinone discharges is needed to protect coho salmon or other aquatic organisms, adaptive regulatory and treatment strategies (17, 30, 31) along with source control and “green chemistry” substitutions [identifying demonstrably nontoxic and environmentally benign replacement antioxidants (22, 32)] can be considered. More broadly, we recommend more careful toxicological assessment for transformation products of all high-production-volume commercial chemicals subject to pervasive environmental discharge.

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- SUPPLEMENTARY MATERIALS**
- science.sciencemag.org/content/371/6525/185/suppl/DC1
Materials and Methods
Supplementary Text
Figs. S1 to S15
Tables S1 to S5
References (33–47)
Movies S1 and S2
Data File S1
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A ubiquitous tire rubber–derived chemical induces acute mortality in coho salmon

Zhenyu Tian, Haoqi Zhao, Katherine T. Peter, Melissa Gonzalez, Jill Wetzel, Christopher Wu, Ximin Hu, Jasmine Prat, Emma Mudrock, Rachel Hettinger, Allan E. Cortina, Rajshree Ghosh Biswas, Flávio Vinicius Crizóstomo Kock, Ronald Soong, Amy Jenne, Bowen Du, Fan Hou, Huan He, Rachel Lundeen, Alicia Gilbreath, Rebecca Sutton, Nathaniel L. Scholz, Jay W. Davis, Michael C. Dodd, Andre Simpson, Jenifer K. McIntyre and Edward P. Kolodziej

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Tire tread particles turn streams toxic

For coho salmon in the U.S. Pacific Northwest, returning to spawn in urban and suburban streams can be deadly. Regular acute mortality events are tied, in particular, to stormwater runoff, but the identity of the causative toxicant(s) has not been known. Starting from leachate from new and aged tire tread wear particles, Tian *et al.* followed toxic fractions through chromatography steps, eventually isolating a single molecule that could induce acute toxicity at threshold concentrations of ~1 microgram per liter. The compound, called 6PPD-quinone, is an oxidation product of an additive intended to prevent damage to tire rubber from ozone. Measurements from road runoff and immediate receiving waters show concentrations of 6PPD-quinone high enough to account for the acute toxicity events.

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From: [REDACTED]
To: albionbridge@DOT
Subject: Comments re the environmental scope of the Albion River Bridge Project
Date: Wednesday, May 4, 2022 3:15:21 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello. I'm writing to submit my comments on the environmental scope of the Albion River Bridge Project.

The alternative I prefer is: The Bridge Rehabilitation Alternative that would include rehabilitation of the bridge for motor vehicle use, upgrading the bridge rails, and attaching a pedestrian/bicycle lane on one side that would be in visible harmony with the current bridge's appearance.

My reasons for this is that it is beautiful and unique, it is an architectural wonder, and it is the last timber frame bridge left on the California coast (there used to be 82 on the Mendocino coast alone).

It is a state and federally recognized historic treasure and must be protected and cared for. Thank you for considering my comments.

[REDACTED] Albion CA

From: [Walker, Liza M@DOT](#) on behalf of [albionbridge@DOT](#)
To: [Levario, Maria](#); [Jeffers, Allyson](#)
Subject: FW: Albion River Bridge alternatives --Attention: Liza Walker
Date: Friday, April 29, 2022 10:33:31 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

E-mail received yesterday.

Liza Walker
North Region Environmental Branch Chief, E4
1656 Union Street
Eureka CA 95501
(707) 502-9657 (cell)

From: [REDACTED]
Sent: Thursday, April 28, 2022 4:11 PM
To: [albionbridge@DOT](#) <[albionbridge@dot.ca.gov](#)>
Cc: [REDACTED]
Subject: Albion River Bridge alternatives --Attention: Liza Walker

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Liza:

Thank you for taking on this contentious project!

Although I have a sentimental attachment to the existing bridge, I am writing in support of replacing it. Safety, esthetics, greater functionality for cars, trucks, walkers and bicyclists -- all argue for a new bridge constructed with modern materials. Moreover, the mouth of the Abion River is a beautiful spot. An esthetically pleasing concrete bridge, properly aligned with the geography, will enhance this wonderful resource, as well as the Albion Village and the Albion River Inn. Its siting should take both of these anchors into account.

My main reason for writing is to raise a few questions -- and perhaps options -- about the future use of the old bridge. I am not an engineer, so my comments are not informed by any understanding of physics or road building. Personally, I wouldn't like the visual of two bridges within sight of each other across a reasonably small river. A properly designed new bridge should provide for walkers, bicyclists and all wheeled vehicles in the vicinity of Highway 1. However, there are other upstream locations, on the Albion River and on the Salmon Creek drainage, where bridges are needed for emergency evacuation in case of fire. My colleague and friend, Rick Hemmings, designed a Satellite supported map of the Mendocino coast that is

intended to guide those who have downloaded it to their phone to possible escape routes. A small group of us scouted the back country and, with the input of Michael Rees, Chief of the Albion/Little River Volunteer Fire Department, and Ted Williams, Supervisor, identified several already drivable logging roads connecting the Albion and Navarro Ridges with each other and the latter with Highway 128. In the first instance, however, a bridge needs to connect roads on the north and south sides of the drainage. Similarly, a potential route north exists for those at the eastern end of the Albion Ridge Road connecting residents there with the Little River/Airport Road. A bridge is needed to connect existing roads on both sides of the drainage.

These don't need to be fancy bridges. Repurposing the existing Albion River might be one way to solve this problem. However, the flat metal bridges employed by the logging companies might be another, and possibly cheaper, approach. The expense of salvaging a wooden structure might be far greater than acquiring and placing new metal bridges. A more important argument against using the wooden Albion bridge for this purpose is the long timeline for the project. We need to cross those streams now.

I believe the County has submitted a proposal to CalFire that would fund such bridges in the near term. COVID may have derailed that process. If CalTrans is involved in the provision of escape routes in rural parts of the state, could you put us in touch with that division? We would like more information about such a program.

Reading back over this, I see that I started with views on the old bridge and ended with a few comments on other, less visible bridges that are needed here on the coast. I applaud your efforts to develop some agreement on the way forward in our fractious community. But I also wanted to open the door to a discussion with CalTrans about less visible, but necessary bridges in the back country. Thanks for pointing us in the right direction on that one.

Warm regards,

[REDACTED]
[REDACTED]
Albion, CA 95410
[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Subject: Fwd: Leave the bridge
Date: Thursday, May 12, 2022 2:00:18 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Caltrans/Lisa Walker,

One more plea for you to drop the plan to replace the Albion River Bridge. I wish the replace-everything mindset that dominates CalTrans could instead appreciate the historic and aesthetic qualities of this beloved piece of the Coast. Please drop all desires, do whatever the restoration requires (much less I hear than a new bridge), and let the beauty of that old trestle be there for our kids and grandkids to enjoy. Forever.

Please!

[REDACTED] Mendocino, CA 95460
[REDACTED]

I travel this road weekly and want the historic bridge preserved. The bridge is one of the last all wood bridges left and it is iconic. The amount of traffic the bridge gets is minimal. We love and appreciate the bridge and our winding highway 1. We don't need a wider bridge or straighter roads. Spend the money elsewhere. Leave the bridge alone.

From: [REDACTED]
To: albionbridge@DOT
Cc: [REDACTED]
Subject: Keep the Albion River Bridge
Date: Tuesday, May 17, 2022 8:52:21 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

5/7/2022

To:

Liza Walker, Caltrans District 1,

1656 Union Street,

Eureka, CA 95501

From:

[REDACTED]

[REDACTED]

Albion, CA 95410

Dear Ms. Walker,

The essence of this letter is why don't we just keep the bridge? For once let's just honor history. Yes it will be little more work but it won't be more expensive.

I have been an Albion Resident for 31 years. I do not support the replacement of the Albion River Bridge for the following reasons. These are concerns that have significant social, environmental and financial impacts. Some would be temporary but some are permanent. The impact of the permanent loss of the Albion River Bridge to our community needs to be taken more seriously as there is no getting back our bridge if it is destroyed.

The Albion River Bridge is the icon for the Albion town and community: Its picture is on the logo of the Albion River/ Little River Fire Department. This historical bridge is the main "claim to fame" for Albion and a source of community pride. Loss of the bridge is a loss of a piece of our identity as Albion residents.

Destruction of the small town rural appearance of the town of Albion and community. A new concrete bridge cannot possibly retain the quaint and picturesque appearance of Albion.

Replacement with a more standard bridge will eliminate the options for tourism opportunities that would feature visiting the bridge itself.

Destruction of the bridge will eliminate an important piece of history and the possibility of further study of this one of a kind bridge

The process of building new bridge will create a hardship for Albion residents with longer commute times, inability to access the area under the bridge (camp ground) noise, pollution.

The process of building new bridge will create a hardship for tourists visiting our coast.

The process of building a new bridge will create environmental hazards including a large amount of toxic waste that will need to be dealt with and the destruction of bird habitats on the north side of the site.

I personally question the wisdom of building a new bridge to the west because of the unstable hill side that was already determined years ago be inappropriate for the bridge. Building a new bridge to the east would result in loss of valuable land that is being used for the campground. We have not seen the results of the CalTrans Geological study that was done last year so do not know what those findings are. I think this information should be available for us to see.

Additionally, I would like to comment on the process of CalTrans and their methodology with communicating with the community. Whether by design or by accident, the overall experience is there is no opportunity for us, as a community, to discuss, in a back and forth manner, this project with CalTrans directly.

The scoping meeting, which I attended, was frustrating. It took me 20 minutes to load the WebEx app and figure out how to access the meeting. So I missed the CalTrans presentation. There was no "hand" icon for me to raise to ask a question when that was the way we were supposed to make a comment. When I tried to phone in to make my comment I did not know how to indicate that I wanted to comment. When the moderator finally said how to it (mentioned incidentally during the discussion as opposed to having directions provided) I pressed the button. She did call on me but did not mention my name or phone number so I did not know she was speaking to me until she closed the call. I tried calling back again but by then the meeting was closing up. During the meeting, many people asked questions but, even though there were members of CalTrans on the call, including Frank Demling, the project manager, the questions were not answered.

It is inadequate that a recording of the scoping meeting will not be available prior to the end of the comment period. That should be essential as many people, who were not avail on Thursday the 5th could access it. There is no reason why it couldn't be as we know the turnaround for releasing a recoded video is very short. 1-2 days at the most.

Also inadequate is not making the FAQ document available prior to the end of the comment period.

The CalTrans meeting format of having a live meeting with their experts set up in different stations, allowing participants to visit the separate stations, again prevents any general discussion to occur where a question gets answered to the group as a whole. The effect of this is to isolate and contain any information that is presented by either the community member or CalTrans. It breeds distrust and the appearance of lack of transparency on the part of CalTrans

Finally, I see on the Federal Registrar the closing date for comments is May 16 whereas per CalTrans it is May 20th. The Federal Register web site needs to be corrected.

Thank you for the opportunity to comment.

[REDACTED]

May 18, 2022
P.O. Box 607
Albion, CA 95410

California Dept. of Transportation
Attention Liza Walker

I ~~am~~ am writing to express my concern over Cal Tran's idea to replace the Albion River Bridge. It is an iconic bridge being the last timber bridge on the coast. I have lived here for 50 years and have walked across it many times when I was younger.

Replacing the bridge is a bad idea. I think that your structural bridge engineers could devise ways to make the bridge seismically sound (which is important) and also devise ways to maintain and repair it so that it will be good for a long time. Building a new bridge and changing the highways is destructive environmentally to both ends of the bridge and it will make it easier for speeders causing safety concerns.

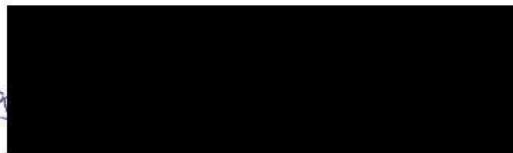
In addition I suggest that you make a four foot walking bridge (and biking access) on the west side of the existing bridge. This would make it safe for pedestrians and bikers.

Building a new bridge will make a big impact on residents of Albion and the rest of the South Coast in terms of going to and from work, medical help and shopping.

Please listen to the citizens of the coast and do not replace the bridge.

Thank you for your cooperation.

Sincerely,

A large black rectangular redaction box covers the signature area. To the left of the box, there is a small, faint handwritten mark that appears to be a stylized 'S' or a similar character.

Albion River Bridge Replacement/ Rehabilitation Project

Mail-In Comment Form

Use this mail-in comment form to provide us with your feedback.

Mail this completed form to:

California Department of Transportation
Attention: Liza Walker, Caltrans District 1
1656 Union Street, Eureka, CA 95501

Contact Information

Name

Address

ALBION

CA

95416

City

State

Zip

Phone

Email

Comments (please write legibly)

MY COMMENTS are Enclosed

Submit Your Comments by Friday, May 20, 2022

Submission of comments on the environmental scope of the Project are invited from all interested parties **beginning on Friday, April 15, 2022 and must be received by Friday, May 20, 2022.**

Comments may be submitted via the following options:



California Department
of Transportation
Attention: Liza Walker
Caltrans District 1
1656 Union Street
Eureka, CA 95501



albionbridge@dot.ca.gov



(707) 441-5672

Albion River Bridge Replacement/ Rehabilitation Project

Mail-In Comment Form

Use this mail-in comment form to provide us with your feedback.

Mail this completed form to:

California Department of Transportation
Attention: Liza Walker, Caltrans District 1
1656 Union Street, Eureka, CA 95501

Contact Information

Name

Address

City

State

Zip

Phone

Email

Comments *(please write legibly)*

My wife and I moved to this community 24 years ago. One of the major selling points of this community is the historic and quite beautiful Albion bridge. Replacing it with a modern bridge would not only depreciate our home value, but ruin the aesthetics of this community. Please don't destroy this historic bridge. We're very much against it. Hopefully someone will listen. Thank you.

Submit Your Comments by Friday, May 20, 2022

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of Transportation
Attention: Liza Walker
Caltrans District 1
1656 Union Street
Eureka, CA 95501



albionbridge@dot.ca.gov



(707) 441-5672

**Albion
River Bridge
Replacement/
Rehabilitation
Project**

Mail-In Comment Form

Use this mail-in comment form to provide us with your feedback.

Mail this completed form to:

California Department of Transportation
Attention: Liza Walker, Caltrans District 1
1656 Union Street, Eureka, CA 95501

Contact Information

Name

Address

City

Phone

Email

Comments (please write legibly)

If The bridge naysayers insist
on saving the outdated bridge
make them responsible for the
maintenance and hold them liable
for any mishaps due to outdated
nature of bridge.

I agree a
new bridge
would be the best

Submit Your Comments by Friday, May 20, 2022

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Comments may be submitted via the following options: choice



California Department
of Transportation
Attention: Liza Walker
Caltrans District 1
1656 Union Street
Eureka, CA 95501



albionbridge@dot.ca.gov



(707) 441-5672

From: [REDACTED]
To: albionbridge@DOT
Cc: [Walker, Liza M@DOT](mailto:Walker.Liza.M@DOT); Christina.Leach@dot.ca.gov
Subject: Preserve the Albion Bridge
Date: Friday, May 20, 2022 11:05:33 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Greetings!

As a resident of the Mendocino Coast for 46 years, I am writing to ask you to please preserve the Albion River Bridge, the last timber bridge on Highway One in California. Please do not widen the bridge, but instead simply carry out any needed seismic retrofit. You have already been provided with ample information from numerous sources regarding the many potentially significant direct, indirect, and cumulative adverse effects on the environment, on the Albion (human-social) community, and the Albion and regional coastal economy that building a new bridge would entail. Please come visit the area for a clearer understanding of why this issue is so important to those of us who live here, and for the many tourists who enjoy visiting here.

Sincerely,

[REDACTED]

Mendocino, CA 95460

From: [REDACTED]
To: albionbridge@DOT; Walker.Liza.M@DOT
Cc: [REDACTED]
Subject: public comment: scoping for Albion River Bridge rehab/replacement project
Date: Friday, May 20, 2022 11:46:34 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern:

As a 32-year resident of Albion, I'm writing with a list of issues and considerations that should be part of the a draft EIS/EIR for what Caltrans describes as the "Albion River Bridge replacement/rehabilitation project".

1. Cumulative impacts as they relate to adjacent and overlapping projects, including but not limited to the Salmon Creek Bridge replacement project, the Navarro Ridge Drainage Project, and the Navarro Ridge Safety Project.
2. A detailed analysis of the geology and soils upon which a replacement Albion River Bridge would be built. Results of the previous geotechnical investigation have not been made publicly available and they should be.
3. Greenhouse gas emissions from construction and concrete processes.
4. Impacts of construction on wildlife, including terrestrial, aquatic, and avian wildlife corridors, including but not limited to impacts caused by noise, hazardous materials, and nighttime construction lighting.
5. Recreation, traffic, economic impacts, including but not limited to:
 - a. effect on Albion River Inn revenues due to construction noise and visual impacts
 - b. effect on Albion Flats Campground revenues due to construction and visual impacts
 - c. effect on Albion River Inn employees who live south of the bridge and thus may be impacted by traffic delays caused by construction and/or bridge closures
 - d. effect on Albion River Inn patrons who live (or are lodging) at locations south of the bridge and thus may be impacted by traffic delays caused by construction and/or bridge closures
 - e. effect on Ledford House restaurant employees who live north of the bridge and thus may be impacted by traffic delays caused by construction and/or bridge closures
 - f. effect on Ledford House restaurant patrons who live (or are lodging) at locations north of the bridge and thus may be impacted by traffic delays caused by construction and/or bridge closures
 - g. effect on tourists and residents whose travels and/or commutes involve crossing the Albion River and thus may be impacted by traffic delays caused by construction and/or bridge closures.
6. Impacts on public safety (fire, ambulance, police, etc.) services that could result from traffic delays caused by construction and/or bridge closures.
7. The importance of historical resources — preservation of the existing bridge, a critical subset of Cultural Resources — especially in relationship to the fact that this area's tourism economy is built on a foundation of preservation: of historic structures as well as the environment.
8. Consistency with land use and planning documents — the project locations are not mapped on the LCP land use maps, require an LCP amendment, and are inconsistent with numerous LCP Coastal Element conservation and development requirements.
9. Impacts on the navigability of the Albion River during construction activities.

I respectfully request that I continue to be informed of developments regarding this project.

Thank you,
[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Subject: Re: Albion River Bridge Public Comment
Date: Friday, May 20, 2022 5:02:28 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Greetings,

I just wanted to echo my husband's comments below. We would love to see the old bridge stay as a pedestrian/biking bridge, linking the ridge residents to a beach (at the Albion Campground). What a fun thing for tourists, as well, to walk over the bridge and visit the grocery or walk north to Albion River Restaurant.

With the increasing number of young families moving to/living in Albion (we've befriended many!), I know that a bike/walk bridge would get great use.

With gratitude for the chance to share our thoughts,

[REDACTED]
[REDACTED]

Albion, Calif. 95410

On Fri, May 20, 2022 at 4:39 PM [REDACTED] > wrote:

Hello,
thank you for including the publics' comments in your decision making.

After moving to the Albion Ridge just over a year ago with my young family, I urge the committee to rally behind an option that satisfies the needs of tourist vacationers as well as locals.

The option I saw the most promise in was the **continued maintenance of the current bridge as a pedestrian / biking only bridge with a new bridge to the east/ west side of the current bridge.**

Albion is isolated and can use more people coming, and quite frankly, give a place for some of those who haven't left the ridge to walk off of it for awhile!

The current bridge is stable (enough) and the unique wood construction not only speaks to the craftsmanship and woodworking culture of the area, but it could also be the last one standing during an earthquake. Having a pedestrian option would also leave room for those using the services of the boat launch or campground to safely make the walk across the now dangerously slim bridge.

Having moved here just 1 year ago, a new bridge with a wide pedestrian option could be a nice addition to the neighborhood culture, community, and would make the North Coast an even more desirable attraction to tourists.

Peace,

[REDACTED]

Albion, Calif. 95410

* * *

[REDACTED]

From: [REDACTED]
To: albionbridge@DOT
Subject: Rehabilitation Alternative Is ESSENTIAL
Date: Wednesday, May 4, 2022 3:58:13 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

As a 50 year resident of Albion, CA, I would like to comment on the environmental scope of the project you are considering.

The idea of tearing down this distinctive, iconic bridge and replacing it, and the surrounding roadways, is financially wasteful and aesthetically disastrous. The many safety studies on the current bridge have emphasized its ongoing usability, especially after the proposed rehabilitation for motor vehicle use, upgrading the bridge rails, and attaching a pedestrian/bicycle lane on one side. Turning this portion of an irreplaceable coastline into a speedway surrounded on both ends by unalterably twisting two lane roads serves no purpose other than to allow Caltrans to pursue its habitual methods, insensitive to more important values.

[REDACTED]

May 1, 2022

Dear Albion Bridge Project,

Thank you for letting us express our thoughts.

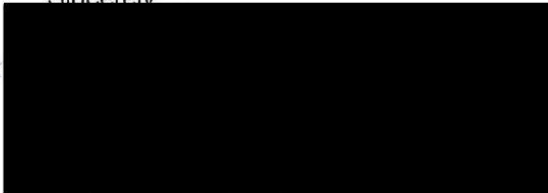
The Albion Bridge is a living piece of history. Every time I approach it to drive over I get excited. The thrill of driving on the bridge is like an old roller coaster. You can't believe it is still standing but the character and elation of being on the ride is like none other.

Sure you can replace it with something new and probably sturdier but undoubtedly it will be void of character and will not say Albion is a quaint little blip of a time forgotten era and I feel so blessed to be driving by and getting a glimpse of this long lost era.

If you do decide to build a new bridge and try and piece it together with the highway, it will look completely awkward and feel like it doesn't belong. Think about the engineers who built the bridge way back when. They carefully and strategically placed it in a perfectly straight line saying big heavy logging trucks will be able to pass over this bridge for hundreds of years and guess what....it still stands proud today!

I say save the hundreds of millions of dollars in replacement cost and enjoy what we have. An amazing relic of a perfectly functioning bridge that let's you feel alive believing that there is still some authenticity left in the world....

Sincerely



Little River, California



Albion River Bridge Replacement/ Rehabilitation Project

Mail-In Comment Form

Use this mail-in comment form to provide us with your feedback.

Mail this completed form to:

California Department of Transportation
Attention: Liza Walker, Caltrans District 1
1656 Union Street, Eureka, CA 95501

Contact Information

Name

Address

City

State

Zip

Phone

Email

Comments (please write legibly)

See Attached

Submit Your Comments by Friday, May 20, 2022

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California Department of Transportation
Attention: Liza Walker
Caltrans District 1
1656 Union Street
Eureka, CA 95501



albionbridge@dot.ca.gov



(707) 441-5672

From: [REDACTED]
To: albionbridge@DOT
Subject: Save Historic Albion Bridge
Date: Friday, May 6, 2022 2:36:39 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

SAVE HISTORIC ALBION RIVER BRIDGE.

IT STANDS STRONG!

[REDACTED]

Scoping Comments Albion River Bridge Replacement/Rehabilitation Project.
Attention Liza Walker and Christina Leach

My name is [REDACTED]. I am a mother, grandmother, educator, member of Albion Bridge Stewards (ABS), and landowner. I have lived on the Mendocino Coast since 1978, in Albion since 1983. This scenic Hwy 1 area and the ARB is very important to me along with the Albion River that I visit at least once a year since first moving to the area along with the local ridges leading to Hwy 1 and ARB. I appreciate the 2 lane Hwy that meanders between the headlands, ocean, rocks, and outcroppings. I am almost as old as the Albion River Bridge (ARB) and need maintenance, so does our bridge. It does need maintenance and preservation. I am asking you to rehabilitate ARB, and not remove ARB. We locals feel that it is our bridge and have a personal relationship to the bridge. During the time it was designed and built with excellent craftsmanship and the best material available at the time considering the war, it was a gem and still is. Thank you for having taken care of it all these years. Unfortunately over the years the federally and state recognized historic timber trestle ARB was not maintained to the degree it should have been. The unpermitted archaeological investigation endangering ARB by removing the lip of the berm/dune did not help. The continuous patched pot holes and lack of cleaning of scuppers, the use of epoxy that builds moisture in cracks, use of wrong nuts and bolts, the lack of fresh paint jobs all contribute to its decay. When you look at it now you can not tell that it is a historic bridge as it definitely does not look like you make sure that it looks as it should. You maintain the Golden Gate Bridge and the Bixby Bridge that attract a huge amount of tourists from all over the world. Why not ARB? As you can get federal money for a new bridge you are not concerned about it as we locals are. I know that you are planning some work on ARB next year, as this new ARB if you get your way will not be a reality for some years to come. Thank you for the opportunity to comment.

I am even more concerned now that you will try to remove the ARB after you did the geotechnical investigation that you are not sharing with the public. What do you have to hide? We already know that the reason the ARB was built is where it now is, is that there was no safe way to place it west of there. You spent a lot of \$ on this investigation, but did someone even touch these rocks and see them crumble in your hands? Yes, we have the technology to place retaining walls wherever you see fit, no matter their size, but are you not also concerned with the aesthetics/visual aspects that you need to address in a Draft NEPA and CEQA?

I have sent you scoping comments on May 4, 2015. You have received many comments from various organizations as well. Please look at them and include them in this project as many opinions and issues have not changed. My concerns are basically the same as they were then. You listed some environmental categories in the federal register, but not in your flier and web page. You also only addressed ideas as far as an EIS is concerned, but did not inform the public in your flier or online about your intent to also do an EIR. In 2015 you only wanted input about the EIR, now probably as with a federally recognized ARB you also need to deal with an EIS and also because you need federal money. Your list failed to list the following concerns like mitigations and impact avoidance. Please address them in your Draft EIR/EIS:

Historical Resources as far as preservation of ARB is concerned; Land Use/Planning (The project locations are not mapped on the LCP land use maps. They require an LCP amendment, and they are inconsistent with numerous LCP Coastal Element conservation and development requirements); Geology/Soils; Recreation; Utilities/Service Systems (needed also as Caltrans now proposes a utility conduit inside the bridge concrete structure); Greenhouse Gas Emissions; Population/Housing (in regards to construction work force housing that is not available locally, the effect of the widening and straightening alignment, the whole project on potential development/redevelopment of adjacent

parcels); Transportation/Traffic; Wildlife (including terrestrial, aquatic, and avian wildlife corridors); Biological resources; Energy (cumulative impacts from concrete manufacturing for all highway projects); Public Services; Tribal Cultural Resources; Water/Hydrology (tidal waters, estuaries, wild and scenic river); Socioeconomic Resources; Agriculture/Forestry; Archaeological Resources; Health/Safety; Cumulative Impacts; and Aesthetics & Visual Resources which include also the view from the ocean. See <https://www.blm.gov/programs/national-conservation-lands/california/california-coastal>

I attended the Board of Supervisor's (BOS) meeting on 2-8-2022 about this project and was dismayed that they were dealing with your request to have the Ca. Coastal Commission (CCC) deal with this project rather than our local planning and building services department (Planning Commission / Coastal Permit Administrator). Also the request was buried in the consent calendar and the Supervisors refused to pull it and discuss it. Considering that you pay the salary for 10 staff positions (in at least 3 offices) I feel this is a conflict of interest. I know the CCC needs money, but it is not in the interest of heightened community input implied in the Coastal Act and elsewhere to ask citizens from the north coast to fly to San Diego in order to appear in person. I realize you have yearly meetings in our area, but not all projects are heard in July.

With did you not contact the over 100 community members you have on your e-mail list of that are interested/concerned about any projects in this area? Why is it that you did not tell them about this virtual scoping meeting, the BOS application, the deadline for scoping comments on the Draft EIS/EIR? Why was it nearly impossible to be a part of the scoping meeting (time consuming and confusing to have to download an app. to be able to connect and not be able to find a hand icon). I heard from many community members who could not connect and they are savvy about using zoom. City Councils, Planning Commissions, and others like BOS use this technology all the time and it works. You used a user friendly system for comments about Jack Peter's Creek, why not now? Why are the FAQ not online so people who missed it could at least see them on time, especially as you did not answer any questions that the about 12 citizens who were lucky to manage this technology had? This paragraph has lots of questions. I believe that most of what I ask for is what is required by LCP, Coastal Act & CA. Coastal Management Program.

Please comply and recirculate the NOP and NOI and start a new scoping session, hold more than 1 meeting, answer questions asked of you, and inform everyone known to you to be interested in your projects in Albion ahead of time. Time and time again people are overlooked (even people who's property is next to a Caltrans project). Do we have to attend the Ca. Transportation Commission meetings to let them know? We are really at a disadvantage. The County does not inform us unless we specifically ask to be notified for each project that Caltrans might be up to. How do we know ahead of time what that is unless we check each meeting of the above mentioned entities and also inform the Fort Bragg City staff and the CCC?

The ABS have sent a letter to Ted Williams (5th. District Supervisor and chair) an e-mail a day before the BOS meeting on 2-8-2022 voicing our opposition to County relinquishment of CDP authority in regards to the ARB Repair & Maintenance & the Elk Creek replacement project. That did not seem to help. We believe that full closure from 9-5 & 20 working nights does not seem appropriate to us. By going straight to the CCC to avoid preparing a MND with enforceable mitigations nor including the Elk Creek Bridge EIR for cumulative impact analysis reasons seems flawed. I will keep my additional detailed comments for the CCC, but just want to tell you that your system is not acceptable and not in accordance with laws & regulations required by LCP, Coastal Act & CA. Coastal Management Program.

ABS also sent a letter to Liza Walker on April 29, 2022 and on May 5, 2022 a letter to Liza Walker and Christina Leach. Please include these in your file for this project.

We asked you and the US Federal Highway Administration to extend the meeting time to allow for a full airing of the direct, indirect, and cumulative significant environmental impacts of this project, and of the much less costly, required, and environmentally preferred ARB preservation (maintenance, repair, seismic and pedestrian upgrade) alternative and we also asked you to have a second scoping meeting, but so far have not heard from you. I am looking forward to the next meeting in about 3 months.

There are many NEPA and CEQA potentially significant direct, indirect, and cumulative adverse environmental, social, and economic consequences effects on the environment, on the Albion (human-social) community, and the Albion and regional coastal economy that the project entails. We need to preserve the ARB, and take care of the seismic retrofit. We need rehabilitation (preservation), without widening the bridge, and not rehabilitating the current bridge as a pedestrian bridge. Other documents ABS submitted spell out how to deal with pedestrians and bicyclists.

In order to possibly "replace" the US- and State-designated historic and iconic, well-built, and resilient ARB, the last timber bridge on California Highway 1 and our coast you need a California Environmental Impact Report (EIR) as you noticed. Your flier and web page also list a "no action" which still entails maintenance that you are neglecting, and another option to "rehabilitate" the bridge, but you do mention ARB preservation.

Caltrans' flier and web page are incomplete and do not have the information Caltrans submitted to the Department of Transportation, Federal Hwy Administration. You informed them via a Notice of Intent (NOI) what you intend to do, but omitted to include that in the flier.

There we find out that the EIS will address topics like:

- cultural and historic resources;
- community resources;
- parks and recreational areas;
- threatened and endangered species;
- wetlands;
- coastal resources;
- navigable waters;
- hazardous waste and contaminated materials;
- floodplains;
- noise;
- air quality; and,
- visual resources

The omitted potentially significant effects I listed above.

The reason Caltrans gives now for destroying and wanting to replace the ARB are different now than you explained to us in 2019. Neither the flier nor the web page shows what Caltrans discussed with us and showed on their web site in 2015. You took down all the info you had about the ARB going back to 2015 with the pretext to make it user friendly to people with disabilities, then had no info for at least 2 years; and now you came up with minimal info.

For example it is not just the actual ARB that Caltrans wants to deal with, but the way you approach the bridge from both sides. This would be widened from the Albion River Inn to the Ledford House. That access also is proposed to be wider and will not fit into the scenic viewshed. You would also change the way you currently access Albion-Little River Road and Albion River North Side Road (that leads down to the campground and marina). You would build a whole new road berm between scalped North Albion coastal bluff and the Albion River Inn, while extending North Side Albion River Road on the existing road into a new Albion Little River Road intersection with Hwy 1. ABS asked for the result of the geotechnical investigation, but never received it. When touching the rocks it feels that they are very crumbly. For example there would be a horribly ugly 80 ft. long, 70ft. wide, and 40 ft. deep concrete retaining wall that would be placed on the south facing and north facing rocks leading from the beach up to the ARB. You also plan to install huge out of proportion retaining walls in many other places. In some places the roadbed would be higher and there would be extra noise (also from cars driving faster on wider roads) and retaining walls would be installed to prevent some transmission of noise.

The finances listed on the web page are misleading as the public does not get informed that a new ARB will cost at least \$110 million. This "replacement" project is unnecessary, and a gross waste of taxpayer money. As we have seen with other concrete bridges world wide they are not necessarily safer. Caltrans would give the job to the lowest bidder (most likely from another country) and they might never have built a bridge before.

Caltrans wants to excavate South Albion Head and North Albion coastal bluff and widen, relocate, and speed-up Highway 1 between Ledford House, south of the intersection with Spring Grove Road, through the Albion Ridge Road intersection, within feet of the Albion River Inn, and ultimately as a speedway from the Navarro Point Preserve to and beyond Dark Gulch. Caltrans wants to turn our quiet, rural, environmentally sensitive coast into a noisy, polluted, out-of-place, and dangerous speedway.

For \$110 million or more Caltrans wants to construct a wider, longer, out-of-place concrete bridge, with hideously large concrete block foundations, for faster traffic over the wild and scenic Albion River and the highly scenic inner Albion Cove, Albion Cove beach, the Albion River bluffs, and historic site that is now the Albion Flat campground, marina, the beach and ocean access.

Caltrans could accomplish a great deal of maintenance, repair, and seismic upgrade (not to mention a cantilevered pedestrian walkway and bicyclist-on-bridge warning lights) for the \$110 million, and - as the engineers we hired previously noted, extend the life of the bridge for many decades to come. <https://albioncab.wordpress.com/2018/09/11/remarkably-good-condition-read-the-independent-engineers-report/>

Below is a copy of Hassan Astaneh-Asi's 2018 conference paper on the condition of, and structural-engineering as well as other reasons for, preservation of the Albion River Bridge ("Preservation of a Historical Timber Bridge in California," Proceeding, ASCE/SEI Structures Congress, American Society of Civil Engineers, April 19-21, 2018, Fort Worth, Texas).

The paper and other of Haasan's writings may be accessed at:

<https://www.researchgate.net/publication/324572224>

Hassan's paper is now four years old and references pre-2018 bridge inspection reports.

Remember one of the reasons the ARB is in such good condition is do to the 1st.growth douglas fir used to build the ARB; the superior craftsmanship; and the pressure treated wood which was no problem until you have to tear it down and drive it to a superfund site. The ARB was designed to last

for 20 years, but lasted already 78 years and might last another 75 years.

Caltrans wants to fill the natural swale - with wetlands and unstable ground. Our protected pocket beach where parents feel that their children are safe and the whole family could feel the sunshine would drastically change with a roof above from the new twice as wide concrete bridge.

Caltrans used to have on their web page a design for an arched bridge, and an arched bridge with two arches. It looks as if you for whatever reason might not be thinking anymore to build an arched bridge, but now propose to build multiple concrete vertical pier alternative design.

The ARB is a US and State-designated historic, iconic, well built, and resilient timber trestle bridge, and the last one left on CA Hwy 1 and our coast. We need to preserve it!

Federal agencies need to take into account the effects of their actions on historic properties by identifying historic properties, assessing adverse effects and resolving those adverse effects. The process is initiated by the federal agency, and includes comment and input from stakeholders at the local and State levels, as well as the Advisory Council on Historic Preservation. Also this web page addresses that we can not change/sacrifice the appearance of our coastline without changing the California Coastal National Monument.

<https://www.blm.gov/programs/national-conservation-lands/california/california-coastal>

Based on the past and most recent ARB inspection reports we see that Caltrans has failed for over two decades to perform its clear duty to properly maintain, sustainably repair, and seismically upgrade the iconic, historic/al, and resilient ARB, and thereby allowed for it to deteriorate.

The Caltrans "rehabilitation" project is inconsistent with the preservation of the historical ARB structure and context, and therefore not a reasonable "replacement" project alternative. Also we are not supporting the widening of the ARB, neither do we support the rehabilitation of the ARB as a pedestrian-only bridge alongside one of the bridge replacement alternatives. One of the main reasons Caltrans wants a new bridge as they claim that to maintain the current ARB is too expensive. They have to pay for it, but do get help from the federal government to build a new bridge. You would not maintain it even if it is just a pedestrian-only bridge.

The Caltrans "no project/no action" minimized maintenance/repair alternative is also inconsistent with the preservation of the historical Albion River Bridge structure and context, and therefore not a reasonable "replacement" project alternative.

Pro-active preservation is the priority for the ARB, not "replacement/rehabilitation" as Caltrans and the Federal Highway Administration (FHWA) have chosen to narrowly and arbitrarily conceptualize. Preservation of the historic/al ARB needs to take place through regular sustainable maintenance, historic structure-consistent repairs (where needed), historic structure-consistent seismic upgrades, and historic structure-consistent enhancements like bicyclist-on-road warning lights and a sustainable cantilevered pedestrian walkway along the seaward side of the bridge. It does not need to include widening of ARB.

The "replacement/rehabilitation" project alternatives — if Caltrans and the FHWA were not to drop them in favor of ARB preservation - have numerous significant direct, indirect, and cumulative adverse impacts (effects) on the environment.

Sustainable preservation of the ARB -- when designed with the community to be sustainable and consistent with community objectives, the California-certified Mendocino County Local Coastal Plan (LCP), the Coastal Act, the federally-approved California Coastal Management Program, and historic preservation standards can be achieved through integrated proportional environmental review.

The destruction and "replacement" of the historic/al ARB is inconsistent with numerous requirements of the California-certified Mendocino County LCP, the Coastal Act, the federally-approved California Coastal Management Program, and State and US historic/al preservation law, and is highly controversial.

Making roads and bridges wider between Marin County, Sonoma, Mendocino, and Humboldt County has a cumulative effect and destroys what attracts tourists from all over the world who come to admire this area. Wider roads & bridges only makes drivers drive faster and causes more severe accidents.

See Laurie York's video of the ARB:

<https://albioncab.wordpress.com/2018/02/06/local-filmmakers-celebrate-the-historic-albion-river-bridge/>

**Albion
River Bridge
Replacement/
Rehabilitation
Project**

Mail-In Comment Form

Use this mail-in comment form to provide us with your feedback.

Mail this completed form to:

California Department of Transportation
Attention: Liza Walker, Caltrans District 1
1656 Union Street, Eureka, CA 95501

Contact Information

Name

Address

City

ALBION

CA

95410

Comments (please write legibly)

Very suggestive of replacing bridge.

Submit Your Comments by Friday, May 20, 2022

Submission of comments on the environmental scope of the Project are invited from all interested parties **beginning on Friday, April 15, 2022 and must be received by Friday, May 20, 2022.**

Comments may be submitted via the following options:



California Department of Transportation
Attention: Liza Walker
Caltrans District 1
1656 Union Street
Eureka, CA 95501



albionbridge@dot.ca.gov



(707) 441-5672

Appendix G Species Lists

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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Arcata Fish And Wildlife Office

1655 Heindon Road

Arcata, CA 95521-4573

Phone: (707) 822-7201 Fax: (707) 822-8411



In Reply Refer To:

04/05/2024 19:56:32 UTC

Project Code: 2023-0017703

Project Name: Albion River Bridge (EA: 01-40110)

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through IPaC by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: <https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see [Migratory Bird Permit | What We Do | U.S. Fish & Wildlife Service \(fws.gov\)](#).

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arcata Fish And Wildlife Office

1655 Heindon Road

Arcata, CA 95521-4573

(707) 822-7201

PROJECT SUMMARY

Project Code: 2023-0017703

Project Name: Albion River Bridge (EA: 01-40110)

Project Type: Bridge - Replacement

Project Description: Project is a proposed bridge replacement along 3 possible alignments (west, existing, east); requires work in water, construction of temporary access roads, temporary staging areas and multiple years of construction.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.225571,-123.76879710246268,14z>



Counties: Mendocino County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 15 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
Hawaiian Petrel <i>Pterodroma sandwichensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6746	Endangered
Marbled Murrelet <i>Brachyramphus marmoratus</i> Population: U.S.A. (CA, OR, WA) There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Northern Spotted Owl <i>Strix occidentalis caurina</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1123	Threatened
Short-tailed Albatross <i>Phoebastria (=Diomedea) albatrus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/433	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

REPTILES

NAME	STATUS
Green Sea Turtle <i>Chelonia mydas</i> Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened
Leatherback Sea Turtle <i>Dermochelys coriacea</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1493	Endangered

FISHES

NAME	STATUS
Tidewater Goby <i>Eucyclogobius newberryi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

INSECTS

NAME	STATUS
Behren's Silverspot Butterfly <i>Speyeria zerene behrensii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/900	Endangered
Lotis Blue Butterfly <i>Lycaeides argyrognomon lotis</i> There is proposed critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/5174	Endangered
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
Burke's Goldfields <i>Lasthenia burkei</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4338	Endangered
Contra Costa Goldfields <i>Lasthenia conjugens</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7058	Endangered
Showy Indian Clover <i>Trifolium amoenum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6459	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 1
Name: Dawn Graydon
Address: North Region Environmental
Address Line 2: 1656 Union Street
City: Eureka
State: CA
Zip: 95501
Email: dawn.graydon@dot.ca.gov
Phone: 7078156246

From: [Graydon, Dawn@DOT](mailto:Graydon.Dawn@DOT)
To: [NMFS SpeciesList - NOAA Service Account](#)
Subject: 4.5.2024_Albion Bridge Project_ NMFS Official Species List
Date: Friday, April 5, 2024 6:56:00 PM

Dear NMFS,

I am requesting confirmation that I have identified selected species and critical habitats potentially affected by the referenced project; replacement of the Albion River Bridge, EA: 01-40110, 01-MEN-001 – located at on State Route 1 in Mendocino County between postmile (PM) 43.3 and PM 44.2 and adjacent to the unincorporated town of Albion. The immediate location of the proposed project is in the northeast corner of the Albion Quadrangle, Quad # 39123-B7, south of the Mendocino Quadrangle, Quad #39123-C7 and north of the Elk Quadrangle, Quad #39123-B6.

Data were accessed today, April 5, 2024, via the Google Earth pro KMZ file and Tables provided by the NMFS West Coast Region – link previously located on the California Species List Tools website.

Agency:

Caltrans, North Region Environmental (District 1)
1656 Union Street
Eureka, Ca 95501

Contact:

Dawn J. Graydon
Environmental Scientist/Biologist
707-815-6246
dawn.graydon@DOT.ca.gov

Sincerely,
Dawn Graydon

Quad Name **Mendocino, Albion, Elk**

Quad Number **39123-C7, 39123-B7, 39123-B6**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) - **X, X, X**

CC Chinook Salmon ESU (T) - **X, X, X**

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) - **X, X, X**

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) -

Eulachon (T) -

sDPS Green Sturgeon (T) - **X, X, X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat - **X, X, X**

CC Chinook Salmon Critical Habitat - **X, X, X**

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat - **X, X, X**

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat - **X, X, X**

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - **X, X, X**

Olive Ridley Sea Turtle (T/E) - **X, X, X**

Leatherback Sea Turtle (E) - **X, X, X**

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) - **X, X, X**

,Fin Whale (E) - **X, X, X**

Humpback Whale (E) - **X, X, X**

Southern Resident Killer Whale (E) - **X, X, X**

North Pacific Right Whale (E) - **X, X, X**

Sei Whale (E) - **X, X, X**

Sperm Whale (E) - **X, X, X**

ESA Pinnipeds

Guadalupe Fur Seal (T) - **X, X, X**

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH - **X, X, X**

Chinook Salmon EFH - **X, X, X**

Groundfish EFH - **X, X, X**

Coastal Pelagics EFH - **X, X, X**

Highly Migratory Species EFH - **X, X,**

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office

562-980-4000

MMPA Cetaceans - **X, X, X**

MMPA Pinnipeds - **X, X, X**

Dawn J. Graydon

Environmental Scientist | Biologist

Caltrans | North Region Environmental

work cell: 707-815-6246

Graydon, Dawn@DOT

From: NMFS SpeciesList - NOAA Service Account <nmfs.wcrca.specieslist@noaa.gov>
Sent: Friday, April 5, 2024 6:56 PM
To: Graydon, Dawn@DOT
Subject: 4.5.2024_Albion Bridge Project_ NMFS Official Species List

EXTERNAL EMAIL. Links/attachments may not be safe.

Please retain a copy of each email request that you send to NOAA at nmfs.wcrca.specieslist@noaa.gov as proof of your official Endangered Species Act SPECIES LIST. The email you send to NOAA should include the following information: your first and last name; email address; phone number; federal agency name (or delegated state agency such as Caltrans); mailing address; project title; brief description of the project; and a copy of a list of threatened or endangered species identified within specified geographic areas derived from the NOAA Fisheries, West Coast Region, California Species List Tool. You may only receive this instruction once per week. If you have questions, contact your local NOAA Fisheries liaison.



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (Mendocino (3912337) OR Mallo Pass Creek (3912316) OR Mathison Peak (3912336) OR Elk (3912326) OR Albion (3912327))

Albion River Bridge Project (01-40110)

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Abronia umbellata</i> var. <i>breviflora</i> pink sand-verbena	PDNYC010N4	None	None	G4G5T2	S2	1B.1
<i>Agrostis blasdalei</i> Blasdale's bent grass	PMPOA04060	None	None	G2G3	S2	1B.2
<i>Aplodontia rufa nigra</i> Point Arena mountain beaver	AMAF01011	Endangered	None	G5T1	S1	SSC
<i>Arboreus pomo</i> Sonoma tree vole	AMAFF23030	None	None	G3	S3	SSC
<i>Arctostaphylos nummularia</i> ssp. <i>mendocinoensis</i> pygmy manzanita	PDERI04280	None	None	G3?T1	S1	1B.2
<i>Ascapus truei</i> Pacific tailed frog	AAABA01010	None	None	G4	S3S4	SSC
<i>Astragalus agnicidus</i> Humboldt County milk-vetch	PDFAB0F080	None	Endangered	G2	S2	1B.1
<i>Bombus caliginosus</i> obscure bumble bee	IIHYM24380	None	None	G2G3	S1S2	
<i>Bombus occidentalis</i> western bumble bee	IIHYM24252	None	Candidate Endangered	G3	S1	
<i>Brachyramphus marmoratus</i> marbled murrelet	ABNNN06010	Threatened	Endangered	G3	S2	
<i>Calamagrostis crassiglumis</i> Thurber's reed grass	PMPOA17070	None	None	G3Q	S2	2B.1
<i>Calileptoneta wapiti</i> Mendocino leptonetid spider	ILARAU6040	None	None	G1	S1	
<i>Calystegia purpurata</i> ssp. <i>saxicola</i> coastal bluff morning-glory	PDCON040D2	None	None	G4T2T3	S2S3	1B.2
<i>Carex californica</i> California sedge	PMCYP032D0	None	None	G5	S2	2B.2
<i>Carex livida</i> livid sedge	PMCYP03N60	None	None	G5	SH	2A
<i>Carex lyngbyei</i> Lyngbye's sedge	PMCYP037Y0	None	None	G5	S3	2B.2
<i>Carex saliniformis</i> deceiving sedge	PMCYP03BY0	None	None	G2	S2	1B.2
<i>Castilleja ambigua</i> var. <i>humboldtiensis</i> Humboldt Bay owl's-clover	PDSCR0D402	None	None	G4T2	S2	1B.2
<i>Castilleja litoralis</i> Oregon coast paintbrush	PDSCR0D012	None	None	G3	S3	2B.2



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Castilleja mendocinensis</i> Mendocino Coast paintbrush	PDSCR0D3N0	None	None	G2	S2	1B.2
<i>Chorizanthe howellii</i> Howell's spineflower	PDPGN040C0	Endangered	Threatened	G1	S1	1B.2
<i>Coastal and Valley Freshwater Marsh</i> Coastal and Valley Freshwater Marsh	CTT52410CA	None	None	G3	S2.1	
<i>Coastal Brackish Marsh</i> Coastal Brackish Marsh	CTT52200CA	None	None	G2	S2.1	
<i>Coptis laciniata</i> Oregon goldthread	PDRAN0A020	None	None	G4?	S3?	4.2
<i>Cornus unalaschkensis</i> bunchberry	PDCOR010F0	None	None	G5	S2	2B.2
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	None	G4	S2	SSC
<i>Cuscuta pacifica var. papillata</i> Mendocino dodder	PDCUS011A2	None	None	G5T1	S1	1B.2
<i>Eastwoodiella californica</i> swamp harebell	PDCAM02060	None	None	G3	S3	1B.2
<i>Elanus leucurus</i> white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
<i>Erethizon dorsatum</i> North American porcupine	AMAFJ01010	None	None	G5	S3	
<i>Erigeron supplex</i> supple daisy	PDAST3M3Z0	None	None	G2	S2	1B.2
<i>Erysimum concinnum</i> bluff wallflower	PDBRA160E3	None	None	G3	S2	1B.2
<i>Fratercula cirrhata</i> tufted puffin	ABNNN12010	None	None	G5	S1S2	SSC
<i>Gilia capitata ssp. pacifica</i> Pacific gilia	PDPLM040B6	None	None	G5T3	S2	1B.2
<i>Gilia millefoliata</i> dark-eyed gilia	PDPLM04130	None	None	G2	S2	1B.2
<i>Grand Fir Forest</i> Grand Fir Forest	CTT82120CA	None	None	G1	S1.1	
<i>Helminthoglypta arrosa pomoensis</i> Pomo bronze shoulderband	IMGASC2033	None	None	G2G3T1	S1	
<i>Hesperevax sparsiflora var. brevifolia</i> short-leaved evax	PDASTE5011	None	None	G4T3	S3	1B.2
<i>Hesperocyparis pygmaea</i> pygmy cypress	PGCUP04032	None	None	G1	S1	1B.2
<i>Hesperoleucus venustus navarroensis</i> northern coastal roach	AFCJB19031	None	None	GNRT3	S3	SSC



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Hydrobates homochroa</i> ashy storm-petrel	ABNDC04030	None	None	G2	S2	SSC
<i>Juncus supiniformis</i> hair-leaved rush	PMJUN012R0	None	None	G5	S1	2B.2
<i>Kopsiopsis hookeri</i> small groundcone	PDORO01010	None	None	G4?	S1S2	2B.3
<i>Lasthenia californica ssp. bakeri</i> Baker's goldfields	PDAST5L0C4	None	None	G3T1	S1	1B.2
<i>Lasthenia californica ssp. macrantha</i> perennial goldfields	PDAST5L0C5	None	None	G3T2	S2	1B.2
<i>Lathyrus palustris</i> marsh pea	PDFAB250P0	None	None	G5	S2	2B.2
<i>Lilium maritimum</i> coast lily	PMLIL1A0C0	None	None	G2	S2	1B.1
<i>Mendocino Pygmy Cypress Forest</i> Mendocino Pygmy Cypress Forest	CTT83161CA	None	None	G2	S2.1	
<i>Microseris borealis</i> northern microseris	PDAST6E030	None	None	G5	S1	2B.1
<i>Mitellastra caulescens</i> leafy-stemmed mitrewort	PDSAX0N020	None	None	G5	S4	4.2
<i>Northern Coastal Salt Marsh</i> Northern Coastal Salt Marsh	CTT52110CA	None	None	G3	S3.2	
<i>Oncorhynchus mykiss irideus pop. 49</i> steelhead - northern California DPS winter-run	AFCHA0213Q	Threatened	None	G5T3Q	S3	
<i>Packera bolanderi var. bolanderi</i> seacoast ragwort	PDAST8H0H1	None	None	G4T4	S2S3	2B.2
<i>Pandion haliaetus</i> osprey	ABNKC01010	None	None	G5	S4	WL
<i>Phacelia insularis var. continentis</i> North Coast phacelia	PDHYD0C2B1	None	None	G2T2	S2	1B.2
<i>Pinus contorta ssp. bolanderi</i> Bolander's beach pine	PGPIN04081	None	None	G5T2	S2	1B.2
<i>Piperia candida</i> white-flowered rein orchid	PMORC1X050	None	None	G3?	S3	1B.2
<i>Plebejus anna lotis</i> lotis blue butterfly	IILEPG5013	Endangered	None	G4TH	SH	
<i>Progne subis</i> purple martin	ABPAU01010	None	None	G5	S3	SSC
<i>Ramalina thrausta</i> angel's hair lichen	NLLEC3S340	None	None	G5?	S2S3	2B.1
<i>Rana aurora</i> northern red-legged frog	AAABH01021	None	None	G4	S3	SSC



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Rana boylei</i> pop. 1 foothill yellow-legged frog - north coast DPS	AAABH01051	None	None	G3T4	S4	SSC
<i>Rana draytonii</i> California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
<i>Rhyacotriton variegatus</i> southern torrent salamander	AAAAJ01020	None	None	G3?	S2S3	SSC
<i>Rhynchospora alba</i> white beaked-rush	PMCYP0N010	None	None	G5	S2	2B.2
<i>Sanguisorba officinalis</i> great burnet	PDR0S1L060	None	None	G5?	S2	2B.2
<i>Sidalcea calycosa</i> ssp. <i>rhizomata</i> Point Reyes checkerbloom	PDMAL11012	None	None	G5T2	S2	1B.2
<i>Sidalcea malachroides</i> maple-leaved checkerbloom	PDMAL110E0	None	None	G3	S3	4.2
<i>Sidalcea malviflora</i> ssp. <i>patula</i> Siskiyou checkerbloom	PDMAL110F9	None	None	G4G5T2	S2	1B.2
<i>Sidalcea malviflora</i> ssp. <i>purpurea</i> purple-stemmed checkerbloom	PDMAL110FL	None	None	G5T1	S1	1B.2
<i>Speyeria zerene behrensii</i> Behren's silverspot butterfly	IILEPJ6088	Endangered	None	G5T1	S1	
<i>Sphagnum Bog</i> Sphagnum Bog	CTT51110CA	None	None	G3	S1.2	
<i>Streptanthus glandulosus</i> ssp. <i>hoffmanii</i> Hoffman's bristly jewelflower	PDBRA2G0J4	None	None	G4T2	S2	1B.3
<i>Taricha rivularis</i> red-bellied newt	AAAAF02020	None	None	G2	S2	SSC
<i>Trifolium buckwestiorum</i> Santa Cruz clover	PDFAB402W0	None	None	G2	S2	1B.1
<i>Trifolium trichocalyx</i> Monterey clover	PDFAB402J0	Endangered	Endangered	G1	S1	1B.1
<i>Usnea longissima</i> Methuselah's beard lichen	NLLEC5P420	None	None	G4	S4	4.2


Record Count: 77


Search Results






60 matches found. Click on scientific name for details









Search Criteria: 9-Quad include [3912336:3912337:3912316:3912326:3912327]



▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
<i>Abronia umbellata</i> var. <i>breviflora</i>	pink sand-verbena	Nyctaginaceae	annual herb	Jun-Oct	None	None	G4G5T2	S2	1B.1		1988-01-01	 <p>©2021 Scot Loring</p>
<i>Agrostis blasdalei</i>	Blasdale's bent grass	Poaceae	perennial rhizomatous herb	May-Jul	None	None	G2G3	S2	1B.2	Yes	1974-01-01	 <p>© 2001 Doreen L. Smith</p>
<i>Angelica lucida</i>	sea-watch	Apiaceae	perennial herb	Apr-Sep	None	None	G5	S3	4.2		2001-01-01	 <p>© 2022 Stillwater Sciences</p>
<i>Arctostaphylos nummularia</i> ssp. <i>mendocinoensis</i>	pygmy manzanita	Ericaceae	perennial evergreen shrub	Jan	None	None	G3?T1	S1	1B.2	Yes	1994-01-01	No Photo Available
<i>Astragalus agnicidus</i>	Humboldt County milk-vetch	Fabaceae	perennial herb	Apr-Sep	None	CE	G2	S2	1B.1	Yes	1974-01-01	 <p>©2004 Dean Wm. Taylor</p>
<i>Calamagrostis bolanderi</i>	Bolander's reed grass	Poaceae	perennial rhizomatous herb	May-Aug	None	None	G4	S4	4.2	Yes	1974-01-01	 <p>©2009 Zoya Akulova</p>
<i>Calamagrostis crassiglumis</i>	Thurber's reed grass	Poaceae	perennial rhizomatous herb	May-Aug	None	None	G3Q	S2	2B.1		1980-01-01	No Photo Available
<i>Calystegia purpurata</i> ssp. <i>saxicola</i>	coastal bluff morning-glory	Convolvulaceae	perennial herb	(Mar)Apr-Sep	None	None	G4T2T3	S2S3	1B.2	Yes	2001-01-01	No Photo Available
<i>Carex californica</i>	California sedge	Cyperaceae	perennial rhizomatous herb	May-Aug	None	None	G5	S2	2B.2		1974-01-01	No Photo Available

<i>Carex livida</i>	livid sedge	Cyperaceae	perennial rhizomatous herb	Jun	None	None	G5	SH	2A		1974-01-01	No Photo Available
<i>Carex lyngbyei</i>	Lyngbye's sedge	Cyperaceae	perennial rhizomatous herb	Apr-Aug	None	None	G5	S3	2B.2		2001-01-01	 ©2017 Steve Matson
<i>Carex saliniformis</i>	deceiving sedge	Cyperaceae	perennial rhizomatous herb	(May)Jun(Jul)	None	None	G2	S2	1B.2	Yes	2001-01-01	 ©2003 Steve Matson
<i>Castilleja ambigua</i> <i>var. humboldtensis</i>	Humboldt Bay owl's-clover	Orobanchaceae	annual herb (hemiparasitic)	Apr-Aug	None	None	G4T2	S2	1B.2	Yes	1974-01-01	 ©2017 Steve Matson
<i>Castilleja litoralis</i>	Oregon coast paintbrush	Orobanchaceae	perennial herb (hemiparasitic)	Jun	None	None	G3	S3	2B.2		2001-01-01	 ©2010 Dana York
<i>Castilleja mendocinensis</i>	Mendocino Coast paintbrush	Orobanchaceae	perennial herb (hemiparasitic)	Apr-Aug	None	None	G2	S2	1B.2		1974-01-01	 ©2015 John Doyen
<i>Ceanothus gloriosus</i> <i>var. exaltatus</i>	glory brush	Rhamnaceae	perennial evergreen shrub	Mar-Jun(Aug)	None	None	G4T4	S4	4.3	Yes	2001-01-01	 ©2018 John Doyen
<i>Ceanothus gloriosus</i> <i>var. gloriosus</i>	Point Reyes ceanothus	Rhamnaceae	perennial evergreen shrub	Mar-May	None	None	G4T4	S4	4.3	Yes	1974-01-01	No Photo Available
<i>Chorizanthe howellii</i>	Howell's spineflower	Polygonaceae	annual herb	May-Jul	FE	CT	G1	S1	1B.2	Yes	1980-01-01	No Photo Available
<i>Chrysosplenium glechomifolium</i>	Pacific golden saxifrage	Saxifragaceae	perennial herb	Feb-Jun	None	None	G5?	S3	4.3		2015-10-15	 © 2021 Scot Loring
<i>Coptis laciniata</i>	Oregon goldthread	Ranunculaceae	perennial rhizomatous herb	(Feb)Mar-May(Sep-Nov)	None	None	G4?	S3?	4.2		2006-10-16	 © 2021 Scot Loring

<i>Cornus unalaschensis</i>	bunchberry	Cornaceae	perennial rhizomatous herb	May-Jul	None	None	G5	S2	2B.2		2012-12-11	 © 2021 Scot Loring
<i>Cuscuta pacifica</i> var. <i>papillata</i>	Mendocino dodder	Convolvulaceae	annual vine (parasitic)	(Jun)Jul-Oct	None	None	G5T1	S1	1B.2	Yes	2011-09-20	No Photo Available
<i>Darlingtonia californica</i>	California pitcherplant	Sarraceniaceae	perennial rhizomatous herb (carnivorous)	Apr-Aug	None	None	G4	S4	4.2		1980-01-01	 © 2021 Scot Loring
<i>Eastwoodiella californica</i>	swamp harebell	Campanulaceae	perennial rhizomatous herb	Jun-Oct	None	None	G3	S3	1B.2	Yes	1974-01-01	No Photo Available
<i>Erigeron supplex</i>	supple daisy	Asteraceae	perennial herb	May-Jul	None	None	G2	S2	1B.2	Yes	1974-01-01	No Photo Available
<i>Erysimum concinnum</i>	bluff wallflower	Brassicaceae	annual/perennial herb	Feb-Jul	None	None	G3	S2	1B.2		2012-12-03	 ©2020 John Doyen
<i>Gilia capitata</i> ssp. <i>pacifica</i>	Pacific gilia	Polemoniaceae	annual herb	Apr-Aug	None	None	G5T3	S2	1B.2		2001-01-01	 © 2016 Steve Matson
<i>Gilia capitata</i> ssp. <i>tomentosa</i>	woolly-headed gilia	Polemoniaceae	annual herb	May-Jul	None	None	G5T2	S2	1B.1	Yes	2001-01-01	 © 2008 Vernon Smith
<i>Gilia millefoliata</i>	dark-eyed gilia	Polemoniaceae	annual herb	Apr-Jul	None	None	G2	S2	1B.2		2001-01-01	 © 2017 John Doyen
<i>Hesperevax sparsiflora</i> var. <i>brevifolia</i>	short-leaved evax	Asteraceae	annual herb	Mar-Jun	None	None	G4T3	S3	1B.2		1994-01-01	 © 2006 Doreen L. Smith
<i>Hesperocyparis macrocarpa</i>	Monterey cypress	Cupressaceae	perennial evergreen tree		None	None	G1	S1	1B.2	Yes	1980-01-01	 © 2021 Scot Loring
<i>Hesperocyparis pygmaea</i>	pygmy cypress	Cupressaceae	perennial evergreen tree		None	None	G1	S1	1B.2	Yes	1974-01-01	 © 2009 Neal Kramer

<i>Hosackia gracilis</i>	harlequin lotus	Fabaceae	perennial rhizomatous herb	Mar-Jul	None	None	G3G4	S3	4.2		2004-01-01	 © 2015 John Doyen
<i>Juncus supiniformis</i>	hair-leaved rush	Juncaceae	perennial rhizomatous herb	Apr- May(Jun-Jul)	None	None	G5	S1	2B.2		1974-01-01	 © 2013 Asa Spade
<i>Kopsiopsis hookeri</i>	small groundcone	Orobanchaceae	perennial rhizomatous herb (parasitic)	Apr-Aug	None	None	G4?	S1S2	2B.3		1994-01-01	 ©2016 Vernon Smith
<i>Lasthenia californica</i> ssp. <i>bakeri</i>	Baker's goldfields	Asteraceae	perennial herb	Apr-Oct	None	None	G3T1	S1	1B.2	Yes	2001-01-01	 ©2015 Asa Spade
<i>Lasthenia californica</i> ssp. <i>macrantha</i>	perennial goldfields	Asteraceae	perennial herb	Jan-Nov	None	None	G3T2	S2	1B.2	Yes	2001-01-01	 © 2013 John Doyen
<i>Lathyrus palustris</i>	marsh pea	Fabaceae	perennial herb	Mar-Aug	None	None	G5	S2	2B.2		1994-01-01	 © 2016 Keir Morse
<i>Lilium maritimum</i>	coast lily	Liliaceae	perennial bulbiferous herb	May-Aug	None	None	G2	S2	1B.1	Yes	1974-01-01	 © 2020 Aaron Schusteff
<i>Lycopodium clavatum</i>	running-pine	Lycopodiaceae	perennial rhizomatous herb	Jun-Aug(Sep)	None	None	G5	S3	4.1		1974-01-01	 © 2021 Scot Loring
<i>Microseris borealis</i>	northern microseris	Asteraceae	perennial herb	Jun-Sep	None	None	G5	S1	2B.1		1994-01-01	 © 2013 California Academy of Sciences
<i>Mitellastrum caulescens</i>	leafy-stemmed mitrewort	Saxifragaceae	perennial rhizomatous herb	(Mar)Apr-Oct	None	None	G5	S4	4.2		2001-01-01	 © 2014 Dana York

<u><i>Packera bolanderi</i></u> <u>var. <i>bolanderi</i></u>	seacoast ragwort	Asteraceae	perennial rhizomatous herb	(Jan- Apr)May- Jul(Aug)	None	None	G4T4	S2S3	2B.2			2001- 01-01	 © 2021 Scot Loring
<u><i>Phacelia insularis</i></u> <u>var. <i>continentis</i></u>	North Coast phacelia	Hydrophyllaceae	annual herb	Mar-May	None	None	G2T2	S2	1B.2	Yes		1980- 01-01	No Photo Available
<u><i>Pinus contorta</i> ssp. <i>bolanderi</i></u>	Bolander's beach pine	Pinaceae	perennial evergreen tree		None	None	G5T2	S2	1B.2	Yes		1984- 01-01	No Photo Available
<u><i>Piperia candida</i></u>	white-flowered rein orchid	Orchidaceae	perennial herb	(Mar- Apr)May-Sep	None	None	G3?	S3	1B.2			1994- 01-01	 ©2016 Barry Rice
<u><i>Pityopus</i></u> <u><i>californicus</i></u>	California pinefoot	Ericaceae	perennial herb (achlorophyllous)	(Mar- Apr)May-Aug	None	None	G4G5	S4	4.2			1974- 01-01	 ©2009 Barry Rice
<u><i>Pleuropogon</i></u> <u><i>refractus</i></u>	nodding semaphore grass	Poaceae	perennial rhizomatous herb	(Feb- Mar)Apr-Aug	None	None	G4	S4	4.2			1974- 01-01	 ©2004 Dean Wm. Taylor
<u><i>Ramalina thrausta</i></u>	angel's hair lichen	Ramalinaceae	fruticose lichen (epiphytic)		None	None	G5?	S2S3	2B.1			2014- 03-01	 © 2013 Scot Loring
<u><i>Rhynchospora alba</i></u>	white beaked- rush	Cyperaceae	perennial rhizomatous herb	Jun-Aug	None	None	G5	S2	2B.2			1974- 01-01	 © 2021 Scot Loring
<u><i>Sanguisorba</i></u> <u><i>officinalis</i></u>	great burnet	Rosaceae	perennial rhizomatous herb	Jul-Oct	None	None	G5?	S2	2B.2			1994- 01-01	 ©2006 Dr. Amadej Trnkoczy
<u><i>Sidalcea calycosa</i></u> <u>ssp. <i>rhizomata</i></u>	Point Reyes checkerbloom	Malvaceae	perennial rhizomatous herb	Apr-Sep	None	None	G5T2	S2	1B.2	Yes		1994- 01-01	No Photo Available
<u><i>Sidalcea</i></u> <u><i>malachroides</i></u>	maple-leaved checkerbloom	Malvaceae	perennial herb	(Mar)Apr- Aug	None	None	G3	S3	4.2			1994- 01-01	 ©2005 Dean Wm. Taylor

<i>Sidalcea malviflora</i> ssp. <i>patula</i>	Siskiyou checkerbloom	Malvaceae	perennial rhizomatous herb	(Mar)May-Aug	None	None	G4G5T2	S2	1B.2			1994-01-01	 ©2004 Dean Wm. Taylor
<i>Sidalcea malviflora</i> ssp. <i>purpurea</i>	purple-stemmed checkerbloom	Malvaceae	perennial rhizomatous herb	May-Jun	None	None	G5T1	S1	1B.2	Yes		2001-01-01	No Photo Available
<i>Streptanthus glandulosus</i> ssp. <i>hoffmanii</i>	Hoffman's bristly jewelflower	Brassicaceae	annual herb	Mar-Jul	None	None	G4T2	S2	1B.3	Yes		1980-01-01	No Photo Available
<i>Trifolium buckwestiorum</i>	Santa Cruz clover	Fabaceae	annual herb	Apr-Oct	None	None	G2	S2	1B.1	Yes		1994-01-01	No Photo Available
<i>Trifolium trichocalyx</i>	Monterey clover	Fabaceae	annual herb	Apr-Jun	FE	CE	G1	S1	1B.1	Yes		1974-01-01	No Photo Available
<i>Usnea longissima</i>	Methuselah's beard lichen	Parmeliaceae	fruticose lichen (epiphytic)		None	None	G4	S4	4.2			2014-03-01	 © 2021 Scot Loring
<i>Veratrum fimbriatum</i>	fringed false-hellebore	Melanthiaceae	perennial herb	Jul-Sep	None	None	G3	S3	4.3	Yes		1974-01-01	No Photo Available

Showing 1 to 60 of 60 entries

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2023. Rare Plant Inventory (online edition, v9.5). Website <https://www.rareplants.cnps.org> [accessed 10 November 2023].

Appendix H List of Technical Studies

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Technical Studies

The following studies and/or technical analyses have been prepared and are incorporated by reference into this EIR/EIS.

Air Quality and Greenhouse Gas

Air Quality Report. June 2024.

Biological Resources

Natural Environment Study. May 2024.

Community

Community Impact Assessment. March 2024.

Cultural Resources

Archaeological Survey Report. June 2015.

Historic Resources Evaluation Report and Phase 2 Proposal. January 2015.

Phase II Archaeological Evaluation Report. April 2015.

Historic Resources Evaluation Report. January 2022.

First Supplemental Archaeological Survey Report. May 2023.

First Supplemental Historic Property Survey Report. June 2023.

Please note, many state and federal laws limit the disclosure of sensitive cultural and tribal resource information to the public.

Energy

Energy Analysis Memorandum. March 2024.

Geology and Geotechnical

Revised Preliminary Foundation Report. February 2014.

Sand Supply Memorandum. January 2024.

Hazardous Waste/Materials

Initial Site Assessment (2022). October 2022.

Initial Site Assessment (2023). July 2023.

Hydrology and Floodplain

Draft Hydraulics and Sediment Analysis Report. June 2020.

Draft Final Hydraulic Report. January 2024.

Location Hydraulic Study. January 2024.

Preliminary Drainage Report. January 2024.

Noise

Noise Study Report. May 2024.

Paleontology

Paleontological Identification Report/Paleontological Evaluation Report. June 2023.

Public Access

Public Access Feasibility Report. July 2023.

Relocations and Real Property Acquisition

Relocation Impact Memorandum. July 2023.

Traffic

Traffic Data and Designation Request Memorandum. October 2023.

Visual/Aesthetics

Visual Impact Assessment. February 2024.

Water Quality

Water Quality Assessment Report. July 2023.

Wild and Scenic Rivers

Wild and Scenic Rivers Report. March 2024.

Appendix I Consideration of Rehabilitation Alternative

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Bridge Background

The Albion River Bridge is listed in the California Register of Historical Resources and National Register of Historic Places under Criterion A (historic significance for “wartime expedient planning”) and Criterion C (architectural significance). Due to its being found eligible under Criterion A for wartime expedient planning, all material portions of the bridge, as well as its overall design, are significant. Public comment received during the scoping process reveals that the bridge is considered iconic and culturally important to the Albion community.

Rehabilitation Alternatives

Caltrans gave careful consideration to rehabilitation alternatives that might enhance the structural integrity, safety, and operation of the existing bridge. The project team developed and thoroughly evaluated two rehabilitation alternatives, one that would upgrade the structural elements of the existing bridge with no change to the width of the bridge (Rehabilitation Only), and a second that included widening of the bridge to allow for two 12-foot-wide travel lanes and 6-foot-wide shoulders (Rehabilitation with Widening). The rehabilitation alternatives attempt to preserve some of the original features of the bridge and to keep the cost of construction within a reasonable range while addressing as many of the project objectives as possible. The rehabilitation alternatives would include the following primary project components:

- Replacement of the existing timber barrier rail with a non-standard bridge rail.
- Replacement of the bridge deck asphalt surfacing.
- Replacement of the bridge deck two-layer timber plank floor to address the rotting and decay noted along the length of the bridge, particularly at the deck edge where the scuppers are located.
- Replacement of the timber sill plates at the base of the existing wooden timber tower bents using a jacking system to lift the structure.
- Replacement of bolted connections, which have a history of advanced corrosion and require continual replacement.
- Installation of new shear brackets at each bent cap and vertical steel hold-downs with a thread locking system along each timber tower leg for load transfer ability.
- Repair of damaged concrete on the concrete tower.
- Retrofit and expansion of the concrete tower caps.
- Replacement of the steel truss.
- Repair or replacement of any additional deteriorated elements found throughout the construction.

In addition, the Rehabilitation with Widening alternative would include widening of the bridge deck, with widening of the substructure by constructing new tower legs and foundations along the outside of the existing timber tower and concrete tower bents.

Both rehabilitation alternatives would involve similar temporary construction elements as the bridge replacement alternatives under consideration, including access roads and staging areas, tree and vegetation removal, temporary work trestles, bridge traffic closures, and public access restrictions to the Albion Beach and Albion Campground.

As detailed below, the rehabilitation alternatives would not address many of the critical public safety issues associated with the existing bridge, would not address ongoing preservative leaching to the environment or vulnerability to sea level rise, would involve ongoing and increasing costs associated with extensive inspections, maintenance, and repairs, and would fail to meet most of the basic project objectives. After thorough analysis, and in light of the age of and structural condition of the bridge, the rehabilitation alternatives were eliminated from further review.

1. The rehabilitation alternatives would not satisfy a project objective to provide improved road alignment and sight distance.

Issue – Sharp Horizontal Curve and Insufficient Stopping Sight Distance: The bridge and roadway approaches do not provide sufficient stopping sight distance immediately north of the bridge. The Mendocino County Coastal Element, Section 4.9, states that, “a hazardous turn immediately North of the Albion Bridge is the site of numerous Highway 1 accidents. Spot improvement of this turn should be given high priority by Caltrans”. Caltrans prepared a Collision Diagram identifying collisions near and at the curve north of the bridge between 2015 and 2019. Nine collisions were recorded, five of which involved vehicles that were not able to stop in time.

Analysis: The rehabilitation alternatives would not improve the alignment or sight distance at the north end of the bridge. Both rehabilitation alternatives would maintain the same horizontal geometry as the existing bridge and roadway; therefore, the sharp horizontal curve and insufficient stopping sight distance would not be resolved, and a critical public safety issue would persist.

2. The rehabilitation alternatives would not fully satisfy a project objective to eliminate structural and seismic deficiencies.

Issue – Vulnerability to Damage from Earthquakes: The Mendocino County General Plan identifies the north coast region of California as a “dynamic region subject to high levels of seismicity” and states that in recent years, movement along the Cascadia Subduction Zone, where Mendocino County is located, has generated magnitude 6.0 to 7.2 earthquakes. The bridge is seismically deficient as it is susceptible to catastrophic failure or “collapse” during an earthquake.

Analysis: Both rehabilitation alternatives would retrofit the bridge with restraining devices to make the bridge more resistant to failure in the event of an earthquake. However, a seismic retrofit still allows for a rocking motion in the bridge during an earthquake to dissipate energy and does not meet the same modern seismic performance standards of a new bridge.

Issue – Substandard Live Load Carrying Capacity: The current vehicular live load carrying capacity of the bridge is not sufficient for routing most annual permits, such as mobile cranes and large tow-recovery vehicles, or many of the more “standard” permit trucks such as construction equipment haulers. The bridge is one of two locations on SR 1 that restricts permitted loads. American Association of State Highway and Transportation Officials (AASHTO) requires that rehabilitated and newly constructed bridges meet current load rating design standards. Current design standards require bridges to carry loads up to an HL-93/HS-20 truck, which is a truck with more than two axles weighing 32,000 pounds, or 16,000 pounds per wheel load. The Albion River Bridge was designed to carry lighter loads of up to an H-15 category of truck, which is a two-axle single unit truck weighing 30,000 pounds with 6,000 pounds on its steering axle and 24,000 pounds on its drive axle.

Analysis: Neither rehabilitation alternative would involve the structural changes needed to strengthen the bridge in order to improve the live load carrying capacity for permitted loads (e.g., replacing the timber tower substructure or supplementing the substructure by attaching components that could increase the carrying capacity). The structural changes to improve the live load carrying capacity would likely add weight to the bridge, which would also require that timber tower concrete supports be replaced or rehabilitated to account for more dead load. These structural changes would compromise the historic integrity and result in the loss of character defining features of the bridge.

Issue – Non-Compliant Bridge Safety Rail: The bridge is bordered on each side by two 4-inch-wide wooden bridge rails atop the bridge deck. The rail posts on the bridge are a visible and recognizable feature of the bridge. The bridge rails are not capable of resisting current safety impact loading requirements and would need to be replaced. Caltrans requires compliance with current bridge rail design standards when a structure is rehabilitated or replaced. There is currently no approved bridge rail system that can be attached to a timber deck and still meet the crash requirements of the AASHTO.

Analysis: Under both rehabilitation alternatives, the existing bridge rail would be required to be replaced to meet modern safety standards and there is no standard bridge rail available that could connect to the bridge without exceeding the design load of the bridge deck. Therefore, the bridge railing would likely be replaced with non-standard bridge railing, which would need to be crash tested and approved.

Replacement of the bridge rail would compromise the historic integrity and result in the loss of a character defining feature of the bridge.

3. The rehabilitation alternatives would not satisfy a project objective to eliminate the fracture critical condition of the truss main span.

Issue – Fracture Critical Condition of Truss Main Span: The bridge's main span is a steel deck truss, salvaged from an abandoned railroad line in Butte County. The main span lacks redundancy in its design and would be incapable of carrying loads across the bridge if there were to be damage to one or more of its steel members. Due to this lack of redundancy, the bridge is designated Fracture Critical. A fracture critical bridge is defined by the FHWA as a bridge that contains "a steel member in tension, or with a tension element, whose failure would probably cause a portion of, or the entire bridge, to collapse". There is added risk and uncertainty to keeping a fracture critical bridge in service, even if it is extensively rehabilitated. If a fracture critical component were to fail, it could cause the bridge to collapse.

Analysis: Both rehabilitation alternatives would replace the main span with a manufactured steel deck truss of the same dimensions; however, the manufactured steel deck truss would not allow for redundancy in the design. Therefore, the bridge would remain fracture critical.

4. The Rehabilitation with Widening alternative would satisfy a project objective to provide shoulder widths consistent with local coastal plan requirements; however, the Rehabilitation Only alternative would not.

Issue – Narrow Shoulder Width: The existing bridge deck is 26 feet wide, consisting of two 12-foot-wide travel lanes and 1-foot-wide shoulders. The deck does not meet the Mendocino County Land Use Policy (LUP) minimum paved shoulder width of 4 feet (LUP 3.8-6) nor the Mendocino County Local Coastal Program (LCP) optimum paved shoulder width of 6 feet. The narrow shoulders do not provide additional recovery area for motorists and do not provide safe access for multimodal users, described further below.

Analysis: The Rehabilitation Only alternative would maintain the same shoulder width as the existing bridge; therefore, the project objective would not be achieved. The Rehabilitation with Widening alternative would increase the paved shoulder width to 6 feet, satisfying the LCP requirement.

5. The Rehabilitation with Widening alternative would partially satisfy a project objective to provide safe multimodal access for bicyclists and pedestrians across the bridge; however, the Rehabilitation Only alternative would not.

Issue – Lack of safe multimodal access across the bridge: The bridge serves as a portion of the legislatively designated PCBR and serves as a planned component of the CCT. The PCBR is an 1,800-mile cycling route that follows the west coast from Canada to Mexico, generally along SR 1. The CCT is a network of public trails for walkers, bikers, equestrians, wheelchair riders, and others; the majority of the trail in Mendocino County is planned within the SR 1 roadway. Cyclists, walkers, bikers, equestrians, wheelchair riders and others share lanes across the bridge with motorists, as there is no designated lane or sufficient shoulder for multimodal users. Caltrans' DP-37 establishes a policy that recognizes the multimodal users of the transportation system and requires all transportation projects to provide "comfortable, convenient, and connected complete streets facilities for people walking, biking...unless an exception is documented and approved" (DP-37, 2021).

Analysis: Although the Rehabilitation with Widening alternative would facilitate somewhat safer pedestrian access as a result of wider shoulders, neither of the rehabilitation alternatives would provide a comfortable, convenient, and connected facility, safely separated from live traffic, for multimodal users over the Albion River.

6. The rehabilitation alternatives would not satisfy project objectives to minimize construction-related impacts to the community or traffic delays associated with bridge inspection, maintenance, and repairs.

Issue – Bridge Closures During Construction and Future Maintenance Would Result in a Significant Traffic Detour: The rehabilitation alternatives would involve replacement of the two-layer timber plank floor and timber sill plates, which would require extended nighttime closures of the bridge for approximately 100 days. Additionally, both rehabilitation alternatives would replace the steel deck truss main span with a manufactured steel truss of the same dimensions, which would involve a 55-hour closure from a Friday night to a Monday morning.

Analysis (During Construction): As no local roads exist in the vicinity of the project that have the capacity for the traffic typically carried by the bridge across the Albion River, traffic would have the option to detour approximately 126 miles along state routes from one side of the Albion River to the other side during the 55-hour bridge closure. Notwithstanding, there is much uncertainty in rehabilitation projects as the extent of damage to certain bridge components may not be fully known until they are actually replaced. This uncertainty would have the potential to substantially increase the construction duration and associated traffic delays for the rehabilitation alternatives, increasing impacts to the traveling public.

Analysis (Ongoing Maintenance): As described in more detail below, the rehabilitation alternatives would not achieve the same engineering performance as a replacement (new) bridge, and the bridge's materials and design, the harsh coastal environment, and the age and overall condition of the bridge would continue to require frequent inspection, maintenance and repair activities and their associated traffic delays. Ongoing maintenance activities are further challenged by access constraints associated with privately owned property surrounding the existing bridge, which requires Caltrans to negotiate temporary construction easements to access the substructure.

7. The rehabilitation alternatives would not satisfy a project objective to improve resilience to sea level rise, storm surges, and tsunamis.

Issue – Vulnerability to Damage from Tsunamis, Storm Surges and Sea Level Rise:

The bridge is located within an area subject to flooding as a result of tsunami inundation, storm surges, and sea level rise. As a result, the bridge is vulnerable to damage due to the closely spaced bridge supports, which have the potential to catch incoming or outgoing debris, causing damage to the bridge. In response to California's policies related to climate adaptation and resilience and the sea level rise guidance published by the California Coastal Commission, Caltrans has identified adaptation strategies to combat flooding as a result of tsunamis, storm surges, and sea level rise, while avoiding and minimizing impacts on coastal resources. The most pertinent adaptation strategies to the Albion River Bridge are Accommodation and Retreat, where a bridge can be both better designed to withstand coastal hazards (e.g., using a foundation design that does not trap debris) and to provide better hydraulic capacity (e.g., by removing foundations in low-lying areas).

Analysis: Both rehabilitation alternatives would retain similar materials to the existing bridge and remain in generally the same configuration with multiple foundations in or near the low-lying area at Albion Beach, which would not be consistent with Caltrans' adopted climate change adaptation strategies. Further, the Rehabilitation Only alternative would maintain the same bridge supports, while the Rehabilitation with Widening alternative would add additional bridge supports, exacerbating the potential for catching debris and damaging the bridges during tsunami and storm surge events.

8. The rehabilitation alternatives would not satisfy a project objective to prevent ongoing leaching of preservative treatment from existing bridge timbers.

Issue – The bridge has documented historic and ongoing leaching of preservative treatment from the bridge timbers to surrounding soil: The bridge was constructed primarily with Douglas-fir timbers treated with a wood preservative that contained arsenic and hexavalent chromium. The wood preservative is in a state of

deterioration, as evidenced by insect infestation observed during bridge inspections. Shallow soil beneath the bridge has been impacted primarily by arsenic from leaching of the treated bridge timbers. In August 2022, Caltrans conducted an investigation of the bridge and identified that “the main defects that were identified through this phase of investigation were corroded timber connection hardware including claw plates and anchor bolts, multiple split or fractured timber scabs and deterioration of timber preservative treatment and associated widespread checking of almost all of the timber elements”.

Analysis: Degraded bridge timbers would be replaced, as needed, during the construction work for the rehabilitation alternatives. For those timber members that may not be deteriorated to the point of requiring replacement, ongoing chemical preservative would be used to protect against wood rot and insect infestation. However, preservative treatment would not completely prevent leaching of heavy metals into the surrounding soil.

9. The rehabilitation alternatives would not satisfy a project objective to minimize ongoing maintenance costs.

Issue – The rehabilitation alternatives would result in extensive recurring maintenance and structural improvement projects that are anticipated to increase over time: Decay and corrosion and resulting maintenance obligations are expected to continue at an increased rate over time. The materials and design, harsh coastal environment, and age and overall condition of the bridge, even if rehabilitated, would necessitate frequent inspection, maintenance, and repair activities, which involve permitting, acquisition of temporary construction easements from private property owners, and traffic delays for maintenance activities.

Analysis: Neither rehabilitation alternative would achieve the same engineering performance as a replacement (new) bridge. The lifespan of bridge components retained in the rehabilitation alternatives would be shorter than those of a new bridge. Both rehabilitation alternatives would require an extensive ongoing maintenance program, which would include periodic replacement of timber and connection hardware (e.g., shear rings and bolts), resurfacing of the bridge deck, and painting of the bridge.

To maximize the public investment in a new Albion River crossing, the desired lifespan of the new structure is at least 75 years before major maintenance or rehabilitation is needed. However, components of the rehabilitation alternatives would need major maintenance or replacement in as few as 10 years. In its 2021 Bridge Inspection Program Annual Review, FHWA summarized the need for bridge replacement as it “is evident that Caltrans has been prudent at keeping this bridge in service beyond its expected years. It will require more resources to inspect, repair, and eventually reduce the level of serving the transportation needs of SR 1. All the

reasons for the replacement of this bridge is at hand and the need to quickly replace this high-risk structure on this important coastal route is prudent”.

10. The rehabilitation alternatives would conflict with priorities and policies of the California Coastal Act and Mendocino County General Plan – Coastal Element.

Issue – The rehabilitation alternatives would be inconsistent with many of the priorities set forth in the California Coastal Act, particularly Chapter 3 “Coastal Resources Planning and Management Policies”, and policies in the Mendocino County General Plan Coastal Element: The California Coastal Act (CCA) and Mendocino County General Plan Coastal Element (Coastal Element) recognize the balance between protecting coastal resources and providing safe infrastructure and roadways. The CCA priorities and Coastal Element policies identify the need for enhanced public access, and protection of public safety and the environment.

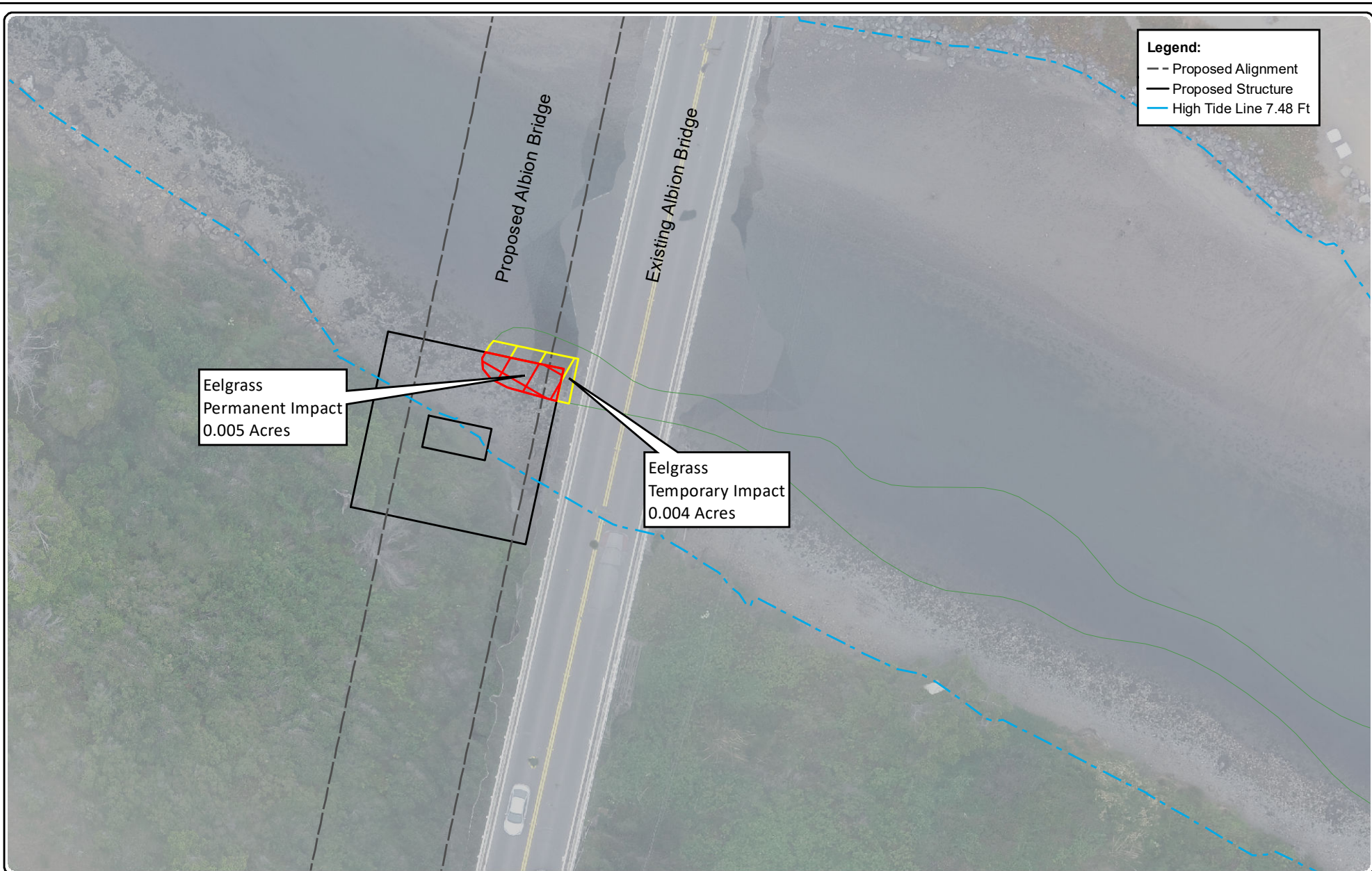
Analysis: Among others, the rehabilitation alternatives would not provide for safe multimodal access across the bridge (CCA Section 30210, Coastal Element Section 3.6-19), would not address the bridge’s vulnerability to sea level rise or tsunamis (CCA Section 30235, 30236, and 30253, Coastal Element Section 3.4), would not prevent ongoing leaching of chemical preservatives from the timber members (CCA Sections 30230, 30231, 30232, 30270, and 30001.5), and would not correct the hazardous turn condition north of the bridge (Coastal Element Section 4.9).

Conclusion

In light of the relevant issues described above, the bridge rehabilitation alternatives would not meet the majority of the project’s purpose, need and basic objectives, and would be neither feasible nor prudent. Further, rehabilitation and retrofit of the bridge to improve the noted deficiencies would affect the historic integrity and result in the loss of character defining features of the bridge. Therefore, the rehabilitation alternatives were eliminated from further consideration.

Appendix J Sensitive Habitat Impact Maps

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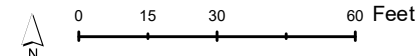
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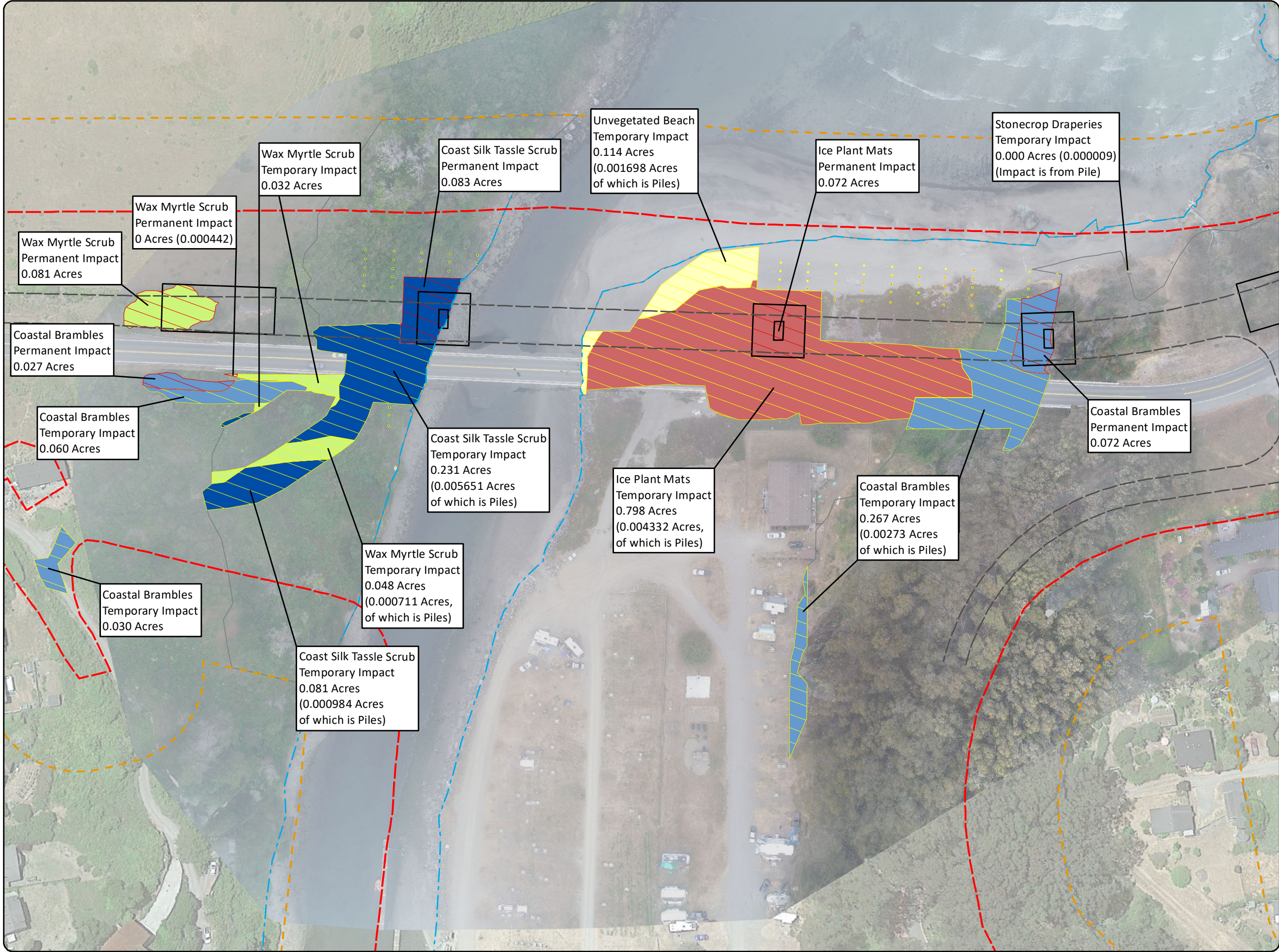
- Not Impacted Eelgrass
- Impacts to Eelgrass**
- Temporary Impacts to Eelgrass
- Permanent Impacts to Eelgrass

Impacts to Eelgrass - Design Option 1A
 Albion River Bridge Replacement
 01-40110-MEN-1 PM 43.3/44.2
 Albion, Mendocino County

4/18/2024



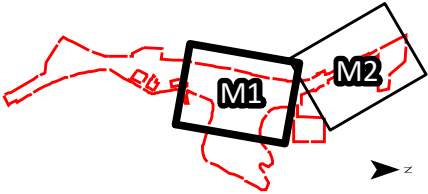
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Impacts to Sensitive Terrestrial Habitats

Design Option 1A
(Map 1 of 2)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Impacts to Sensitive Terrestrial Habitats

Sensitive Natural Communities

- Coastal Silk Tassel Scrub
- Coastal Brambles
- Stonecrop Draperies
- Wax Myrtle Scrub

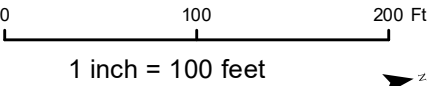
Other Habitat

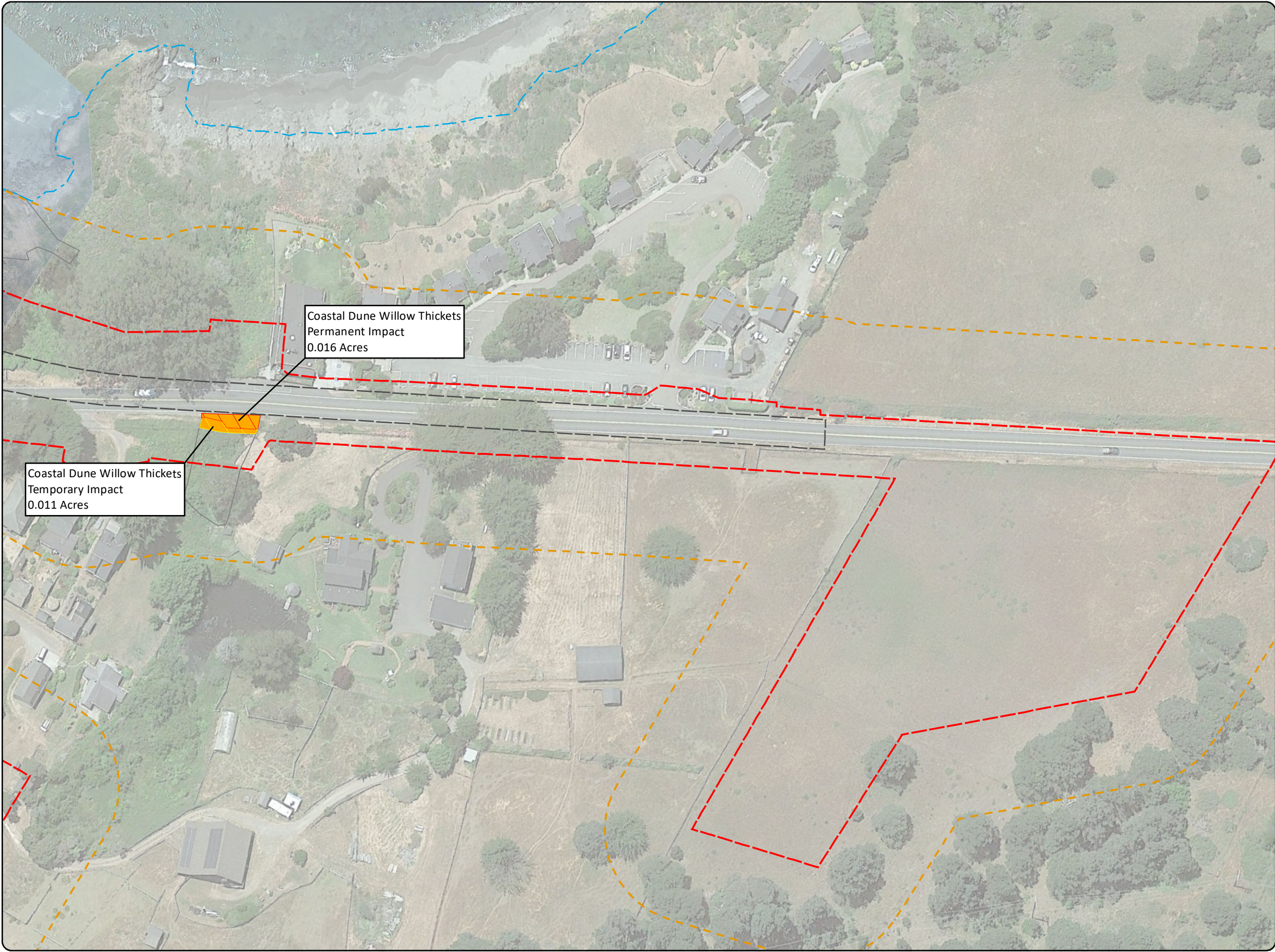
- Unvegetated Beach
- Ice Plant Mats (Sand Dunes)

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Environmentally Sensitive Habitats

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

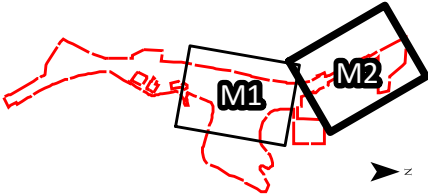




Impacts to Sensitive
Terrestrial
Habitats

Design Option 1A
(Map 2 of 2)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Impacts to Sensitive Terrestrial
Habitats

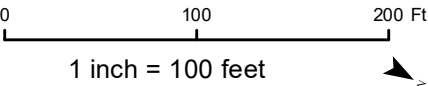
Sensitive Natural

- Coastal Dune Willow Thickets

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Environmentally
Sensitive Habitats

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.





Aerial Orthomosaic, Caltrans, 06/02/2021.

Legend:

□ Not Impacted Eelgrass

Impacts to Eelgrass

□ Temporary Impacts to Eelgrass

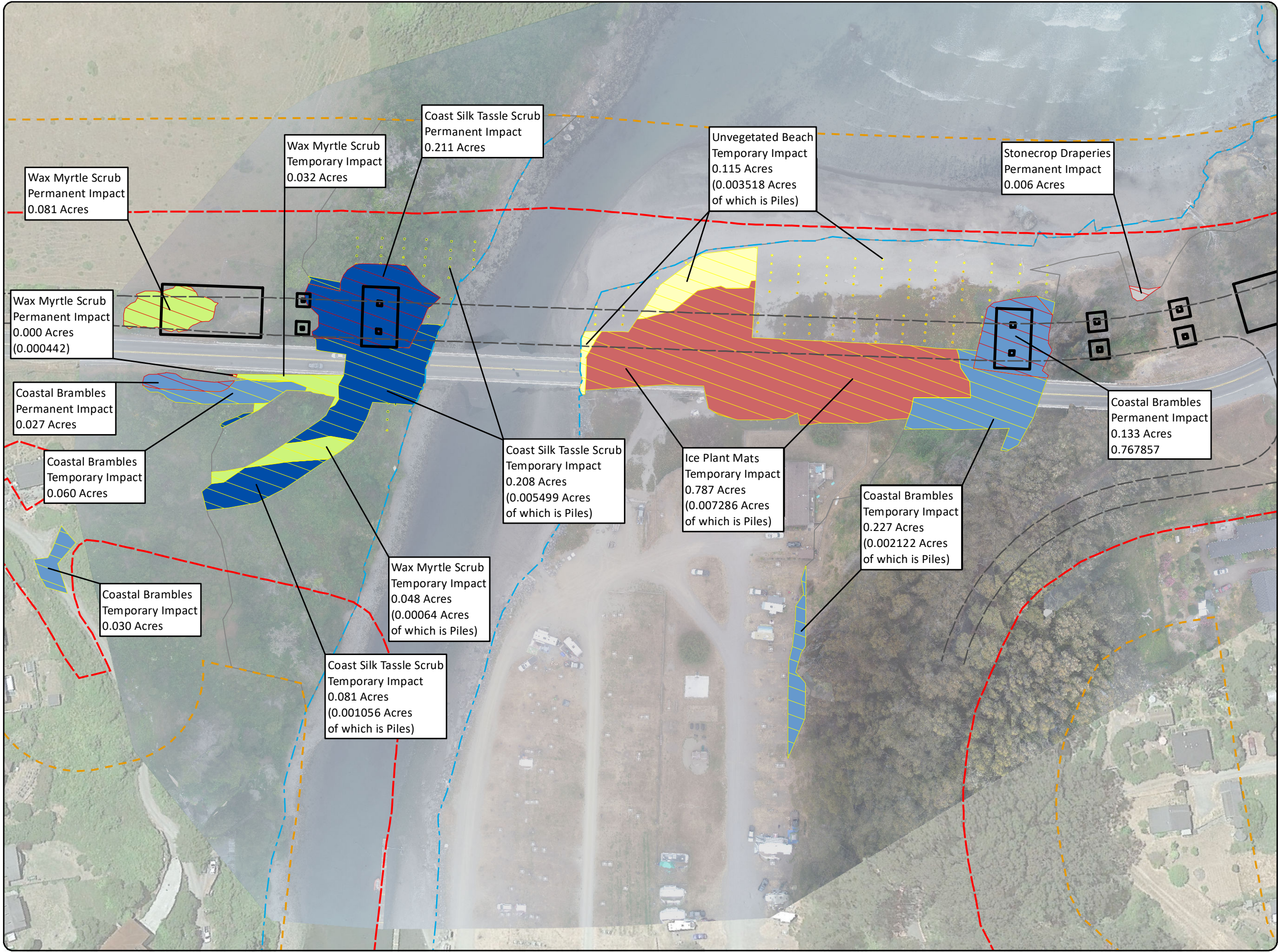
Impacts to Eelgrass - Design Option 1B
Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County

4/18/2024

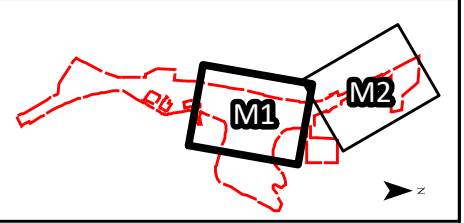


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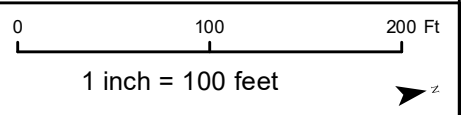
Impacts to Sensitive
Terrestrial
Habitats
Design Option 1B
(Map 1 of 2)
Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County

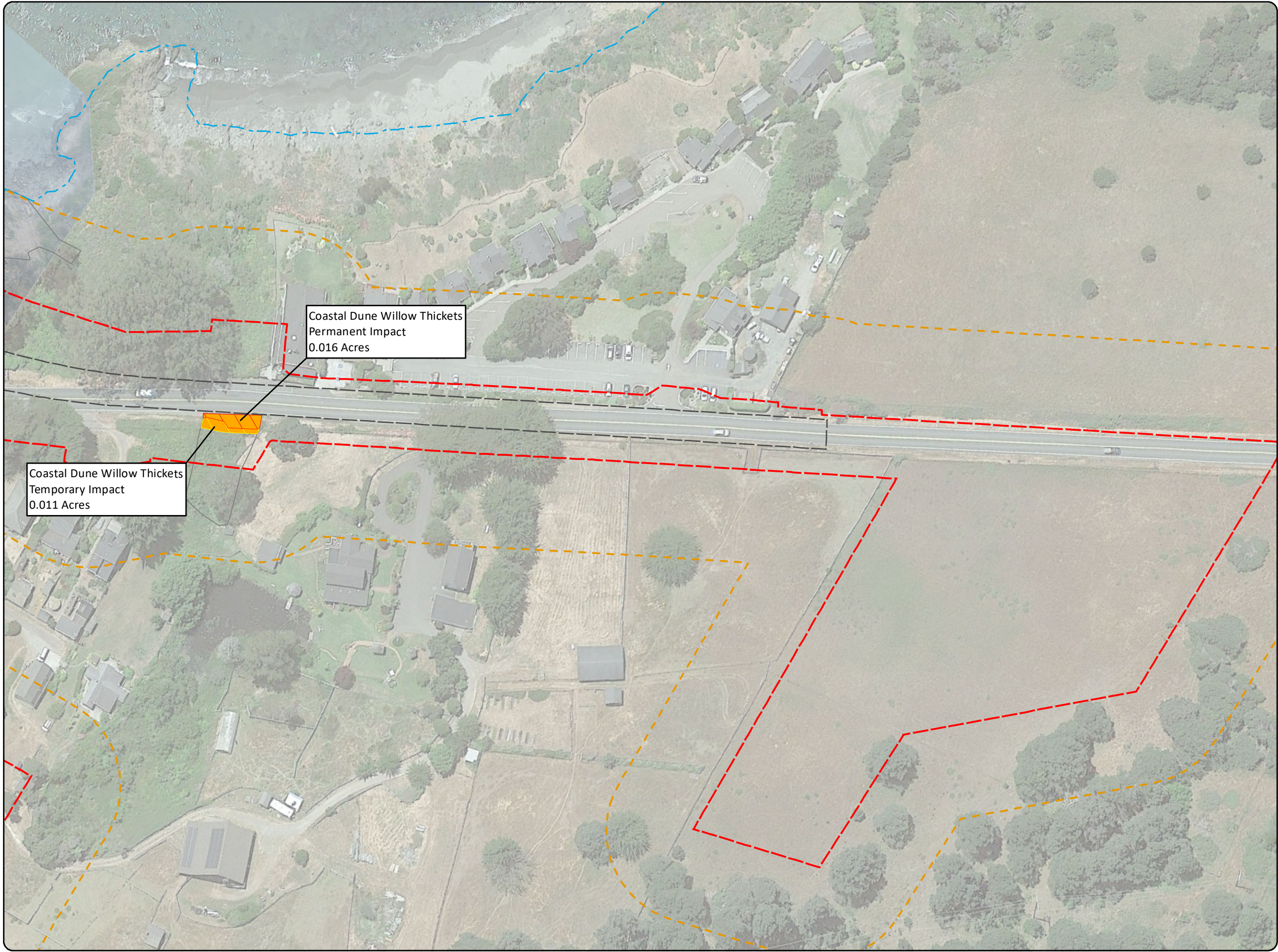


Revision Date: 4/18/2024

- Legend:**
- ESL Boundary
 - BSA Boundary
 - Proposed
 - Proposed Structure Footing
 - High Tide Line 7.48 Ft
- Impacts to Sensitive Terrestrial Habitats**
- Sensitive Natural Communities**
- Coastal Silk Tassel Scrub
 - Coastal Brambles
 - Stonecrop Draperies
 - Wax Myrtle Scrub
- Other Habitat**
- Unvegetated Beach
 - Ice Plant Mats (Sand Dunes)
- Impact Type**
- Permanent Impacts
 - Temporary Impacts
 - Not Impacted Environmentally Sensitive Habitats

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

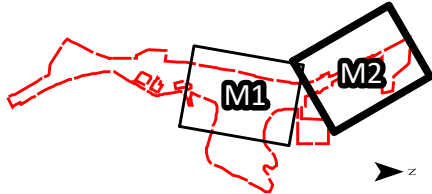




Impacts to Sensitive
Terrestrial
Habitats

Design Option 1B
(Map 2 of 2)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Impacts to Sensitive Terrestrial
Habitats

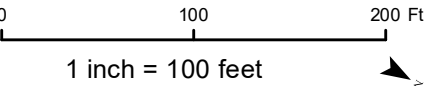
Sensitive Natural

- Coastal Dune Willow Thickets

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Environmentally Sensitive Habitats

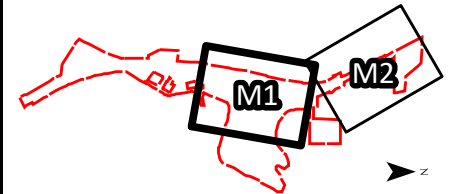
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Note: Aerial is a reference, and not aligned perfectly.



Impacts to Sensitive Terrestrial Habitats

Design Option 2A
(Map 1 of 2)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Impacts to Sensitive Terrestrial Habitats

Sensitive Natural Communities

- Coastal Silk Tassel Scrub
- Coastal Brambles
- Wax Myrtle Scrub

Other Habitat

- Unvegetated Beach
- Ice Plant Mats (Sand Dunes)

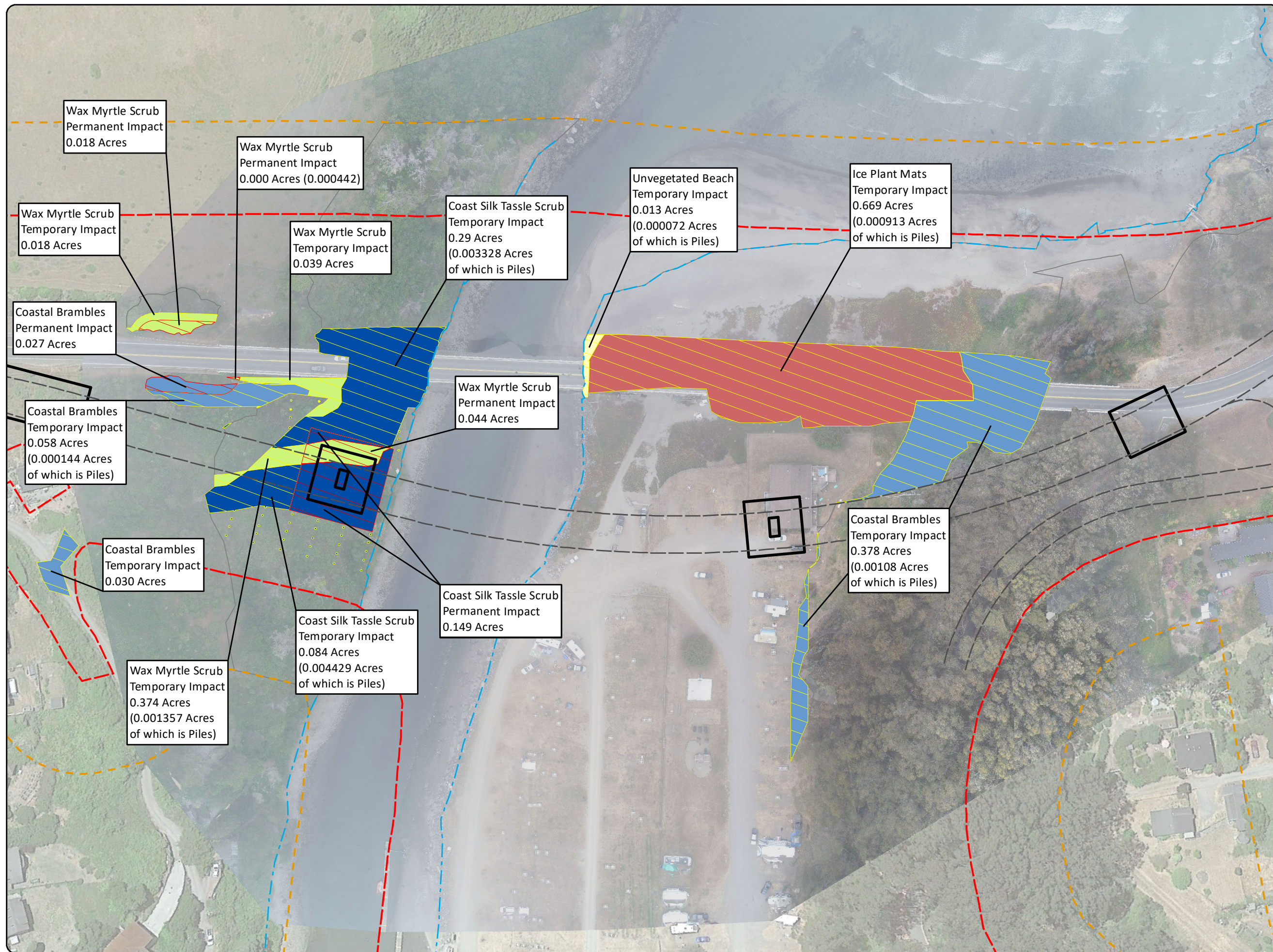
Impact Type

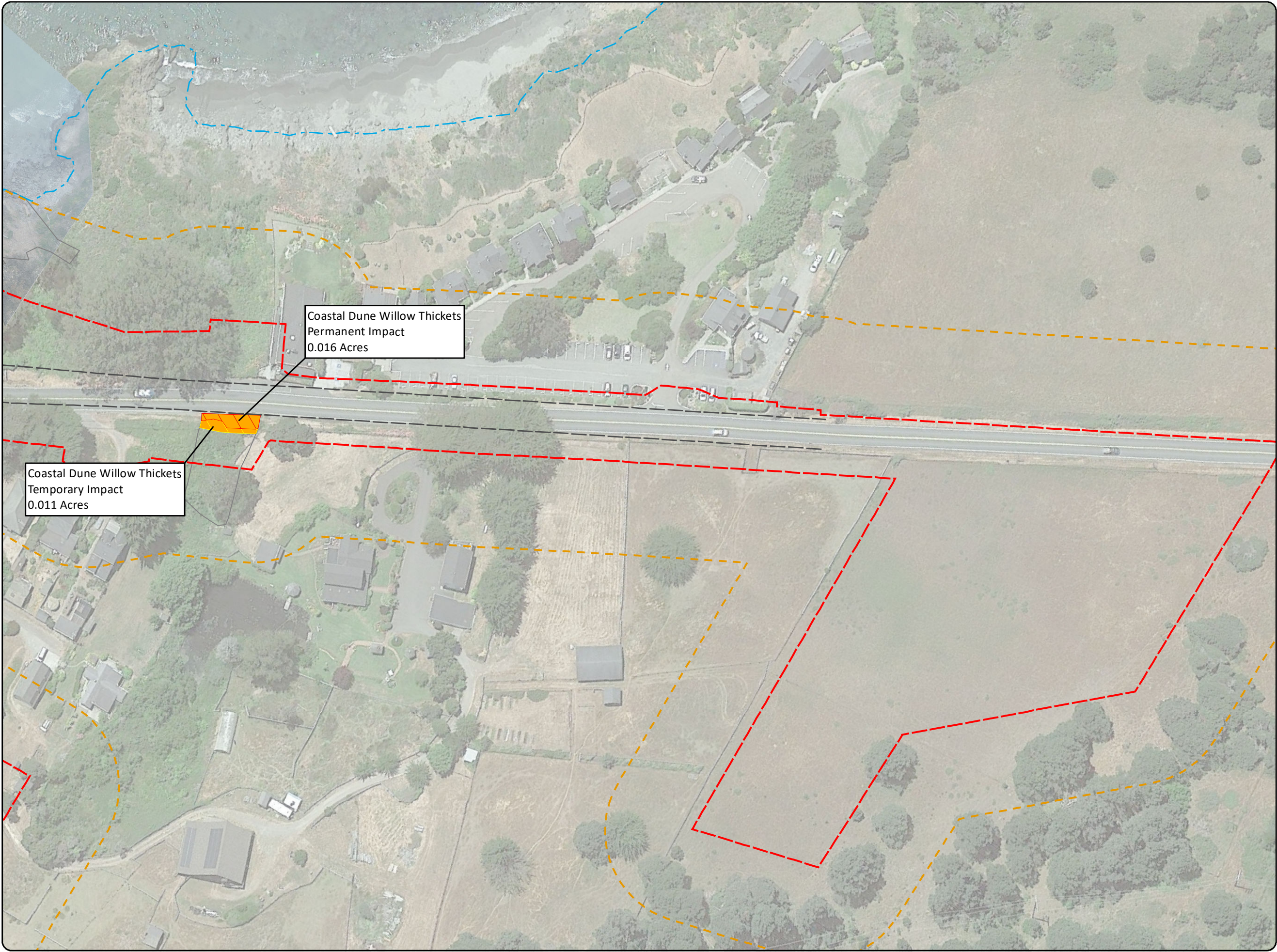
- Permanent Impacts
- Temporary Impacts
- Not Impacted Environmentally Sensitive Habitats

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

0 100 200 Ft

1 inch = 100 feet

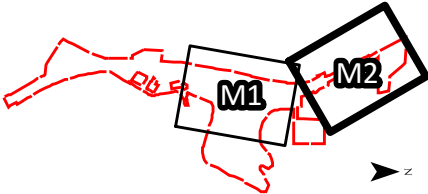




Impacts to Sensitive
Terrestrial
Habitats

Design Option 2A
(Map 2 of 2)

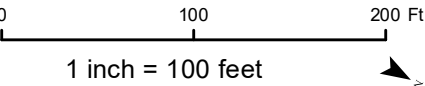
Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County

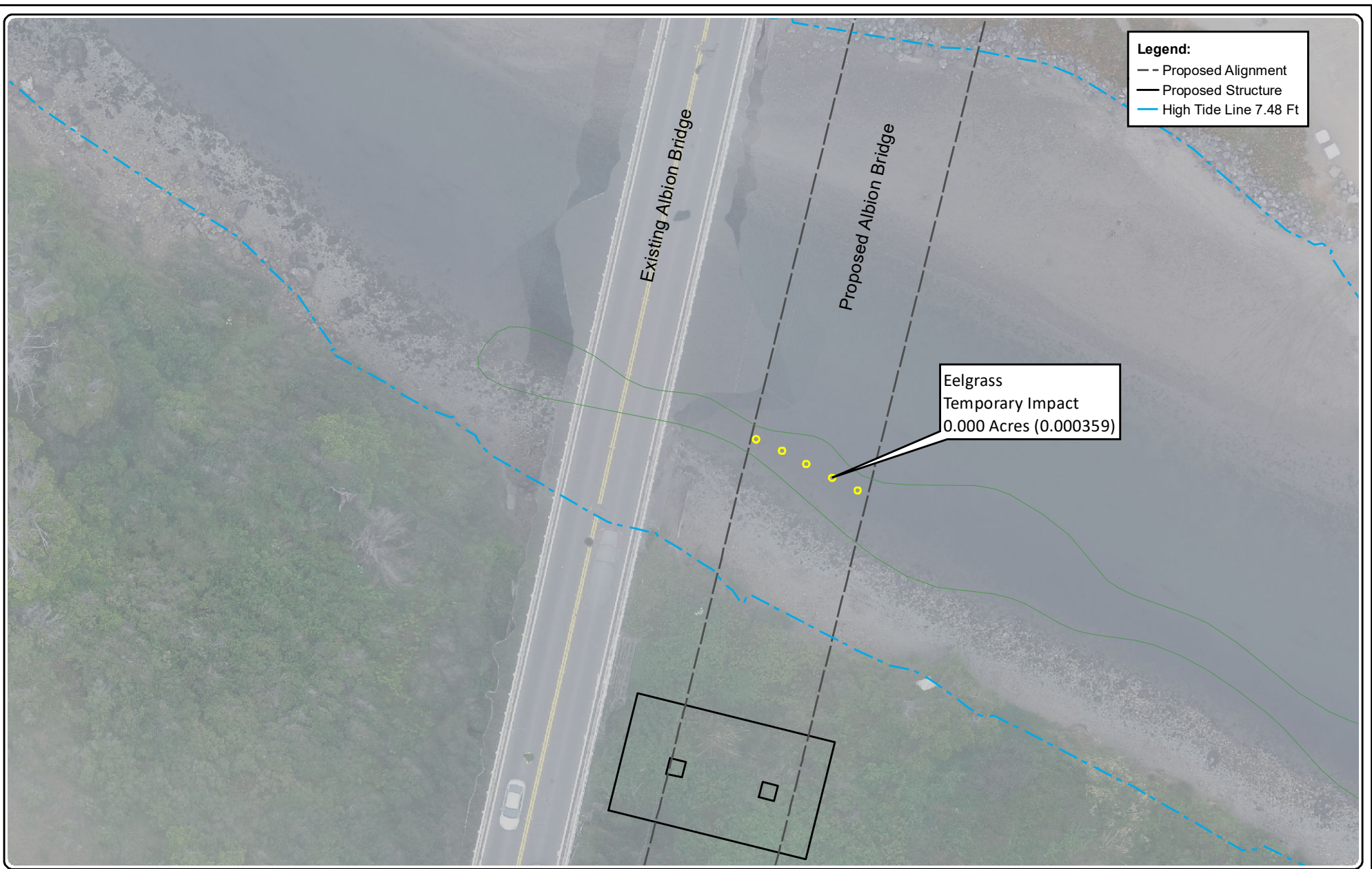


Revision Date: 4/18/2024

- Legend:**
- ESL Boundary
 - BSA Boundary
 - Proposed
 - Proposed Structure Footing
 - High Tide Line 7.48 Ft
- Impacts to Sensitive Terrestrial Habitats**
- Sensitive Natural Communities**
- Coastal Dune Willow Thickets
- Impact Type**
- Permanent Impacts
 - Temporary Impacts
 - Not Impacted Environmentally Sensitive Habitats

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.





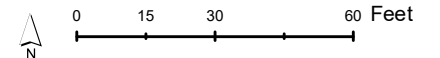
Aerial Orthomosaic, Caltrans, 06/02/2021.

Legend:

- Not Impacted Eelgrass
- Impacts to Eelgrass**
- Temporary Impacts to Eelgrass

Impacts to Eelgrass - Design Option 2B
 Albion River Bridge Replacement
 01-40110-MEN-1 PM 43.3/44.2
 Albion, Mendocino County

4/18/2024

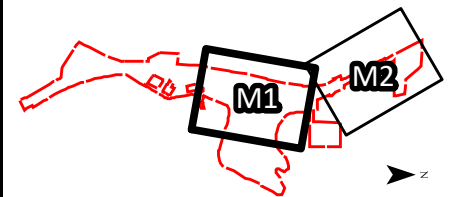


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Impacts to Sensitive Terrestrial Habitats

Design Option 2B
(Map 1 of 2)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Impacts to Sensitive Terrestrial Habitats

Sensitive Natural Communities

- Coastal Silk Tassel Scrub
- Coastal Brambles
- Wax Myrtle Scrub

Other Habitat

- Unvegetated Beach
- Ice Plant Mats (Sand Dunes)

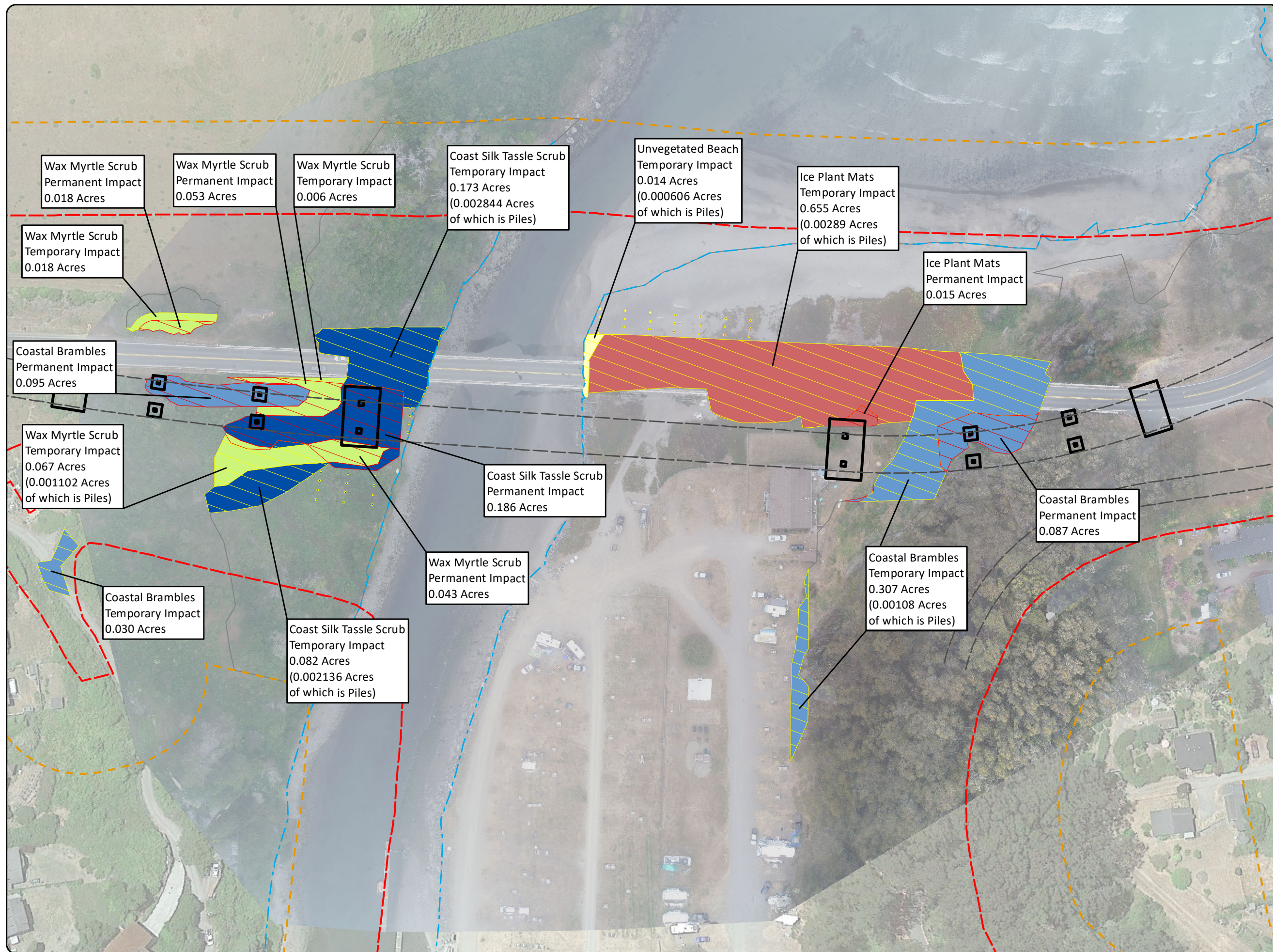
Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Environmentally Sensitive Habitats

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

0 100 200 Ft

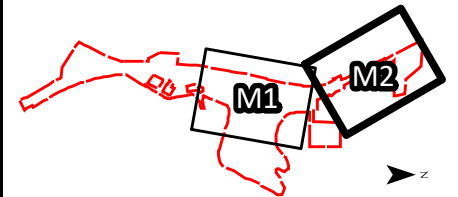
1 inch = 100 feet



Impacts to Sensitive Terrestrial Habitats

Design Option 2B
(Map 2 of 2)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Impacts to Sensitive Terrestrial Habitats

Sensitive Natural Communities

- Coastal Dune Willow Thickets

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Environmentally Sensitive Habitats

Coastal Dune Willow Thickets
Temporary Impact
0.011 Acres

Coastal Dune Willow Thickets
Permanent Impact
0.016 Acres

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

0 100 200 Ft

1 inch = 100 feet



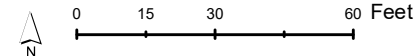
Aerial Orthomosaic, Caltrans, 06/02/2021.

Legend:

- Not Impacted Eelgrass
- Impacts to Eelgrass**
- Temporary Impacts to Eelgrass

Impacts to Eelgrass - Design Option 3A
 Albion River Bridge Replacement
 01-40110-MEN-1 PM 43.3/44.2
 Albion, Mendocino County

4/18/2024

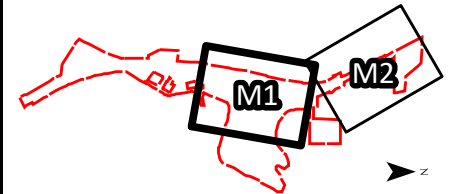


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Impacts to Sensitive Terrestrial Habitats

Design Option 3A
(Map 1 of 2)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Impacts to Sensitive Terrestrial Habitats

Sensitive Natural Communities

- Coastal Silk Tassel Scrub
- Coastal Brambles
- Stonecrop Draperies
- Wax Myrtle Scrub

Other Habitat

- Unvegetated Beach
- Ice Plant Mats (Sand Dunes)

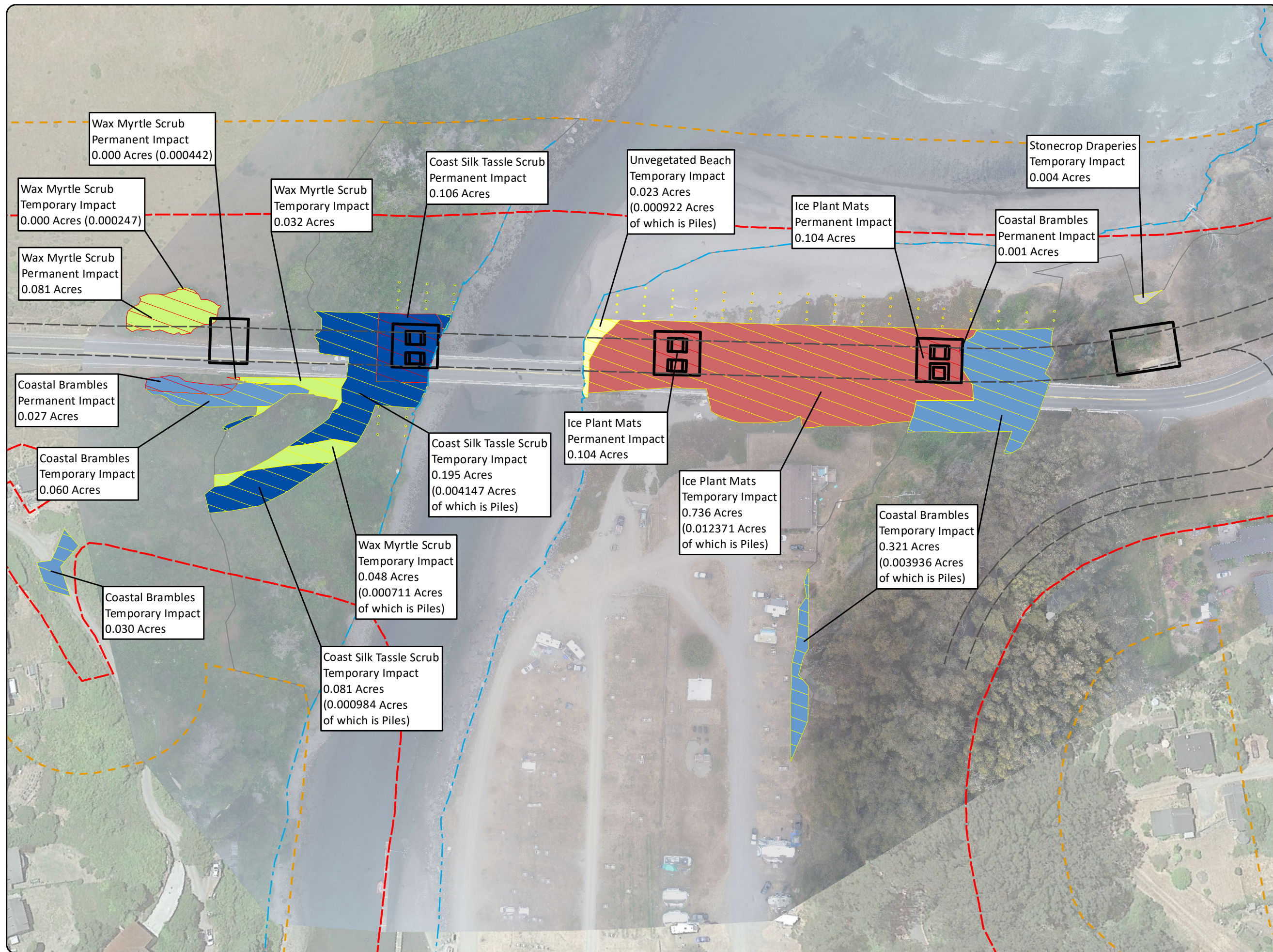
Impact Type

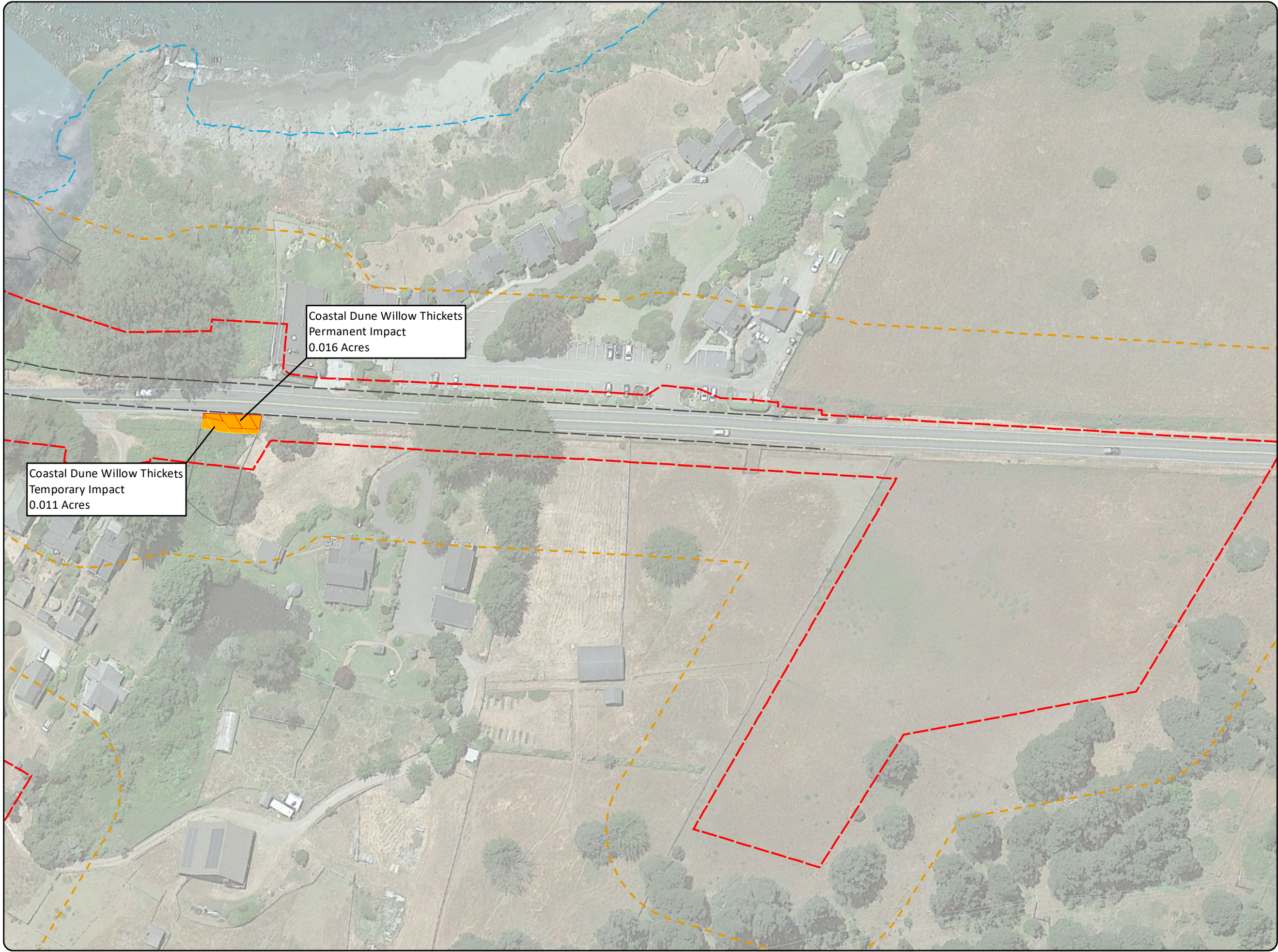
- Permanent Impacts
- Temporary Impacts
- Not Impacted Environmentally Sensitive Habitats

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

0 100 200 Ft

1 inch = 100 feet

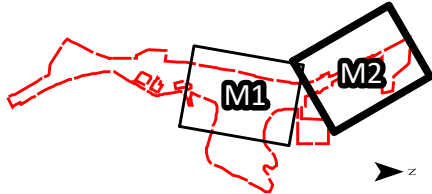




Impacts to Sensitive
Terrestrial
Habitats

Design Option 3A
(Map 2 of 2)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

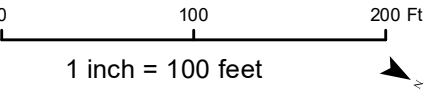
- Legend:**
- ESL Boundary
 - BSA Boundary
 - Proposed
 - Proposed Structure Footing
 - High Tide Line 7.48 Ft

**Impacts to Sensitive Terrestrial
Habitats**

- Sensitive Natural Communities**
- Coastal Dune Willow Thickets

- Impact Type**
- Permanent Impacts
 - Temporary Impacts
 - Not Impacted Environmentally
Sensitive Habitats

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.



Appendix K Aquatic Resource Impact Maps

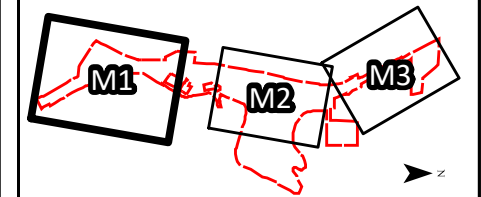
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Impacts to Aquatic Resources

Design Option 1A

(Map 1 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed Alignment
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

Federal and State Resources

- Intermittent Stream (IS)
- Culvert (C)
- Emergent Wetland (EW)

State Resource Only

- Coastal Emergent Wetland (CEW)

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic Resources

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

0 120 240 Ft

1 inch = 125 feet



IS-3
Temporary Impact
0.000 Acres (0.000382)
Linear Feet: 9

IS-3
Permanent Impact
0.000 Acres (0.000441)
Linear Feet: 10

CEW-1
Temporary Impact
0.013 Acres
Linear Feet: 119

C-10
Temporary Impact
0.004 Acres
Linear Feet: 94

EW-10
Temporary Impact
0.010 Acres
Linear Feet: 72

EW-8
Permanent Impact
0.003 Acres
Linear Feet: 47

C-9
Temporary Impact
0.003 Acres
Linear Feet: 79

EW-8
Temporary Impact
0.017 Acres
Linear Feet: 93

C-9
Temporary Impact
0.001 Acres
Linear Feet: 79

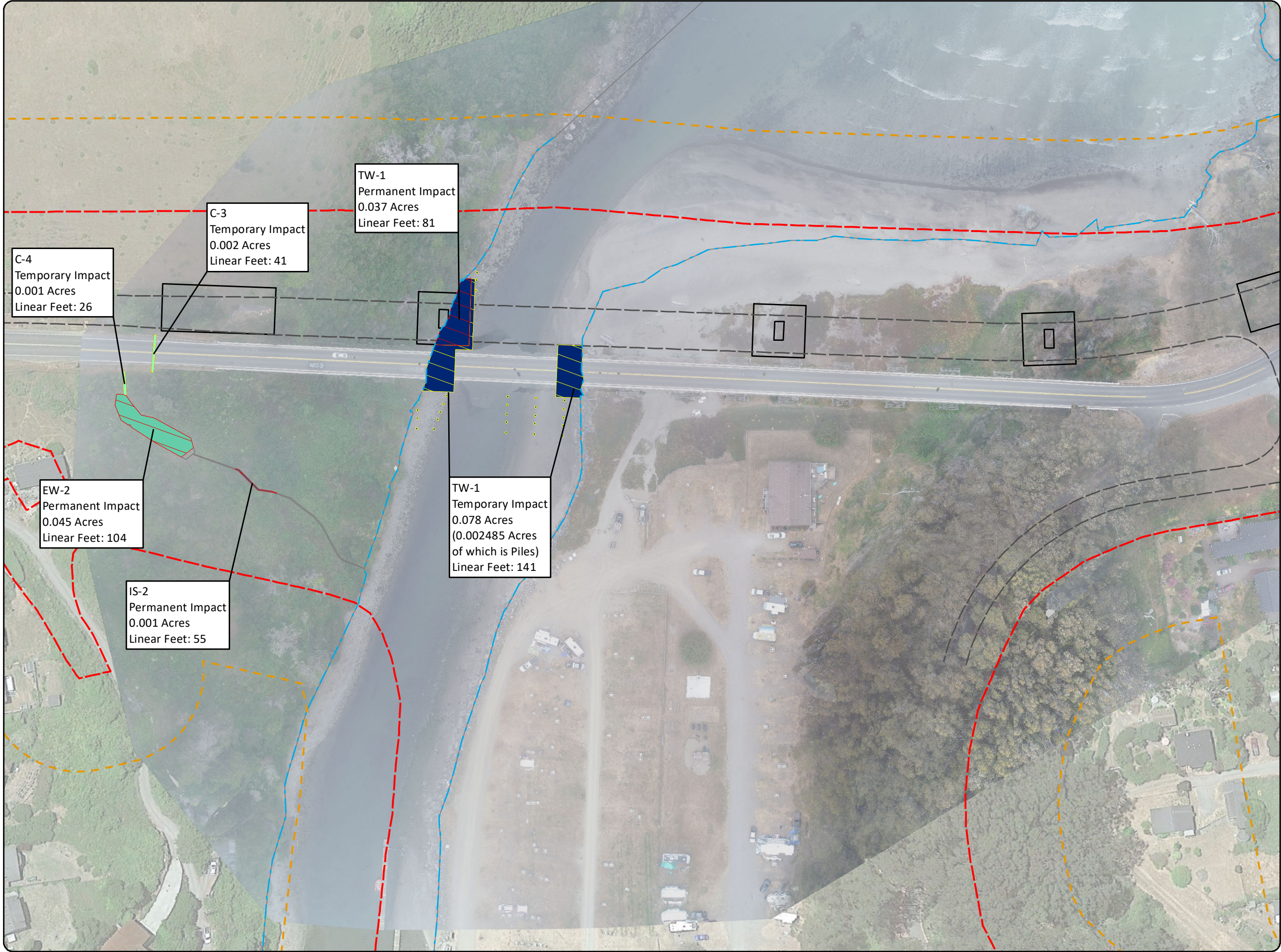
C-7
Temporary Impact
0.003 Acres
Linear Feet: 68

EW-5a
Temporary Impact
0.02 Acres
Linear Feet: 130

EW-4
Temporary Impact
0.004 Acres
Linear Feet: 57

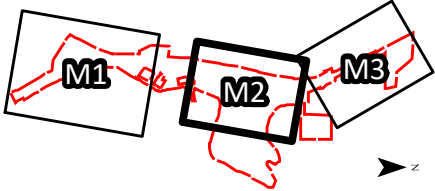
EW-4
Permanent Impact
0.000 Acres (0.000478)
Linear Feet: 22

C-5
Temporary Impact
0.003 Acres
Linear Feet: 73



Impacts to
Aquatic Resources
Design Option 1A
(Map 2 of 3)

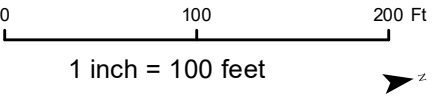
Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

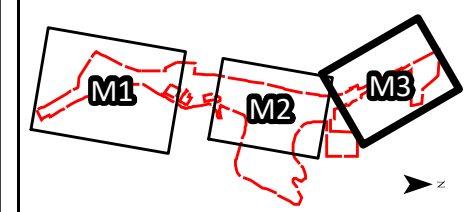
- Legend:**
- ESL Boundary
 - BSA Boundary
 - Proposed
 - Proposed Structure Footing
 - High Tide Line 7.48 Ft
- Aquatic Resource Impacts**
- Federal and State Resources**
- Tidal Waters (TW)
 - Intermittent Stream (IS)
 - Culvert (C)
 - Emergent Wetland (EW)
- Impact Type**
- Permanent Impacts
 - Temporary Impacts
 - Not Impacted Aquatic Resources

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.



Impacts to
Aquatic Resources
Design Option 1A
(Map 3 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

Federal and State Resources

- Intermittent Stream (IS)
- Ditch (D)
- Culvert (C)

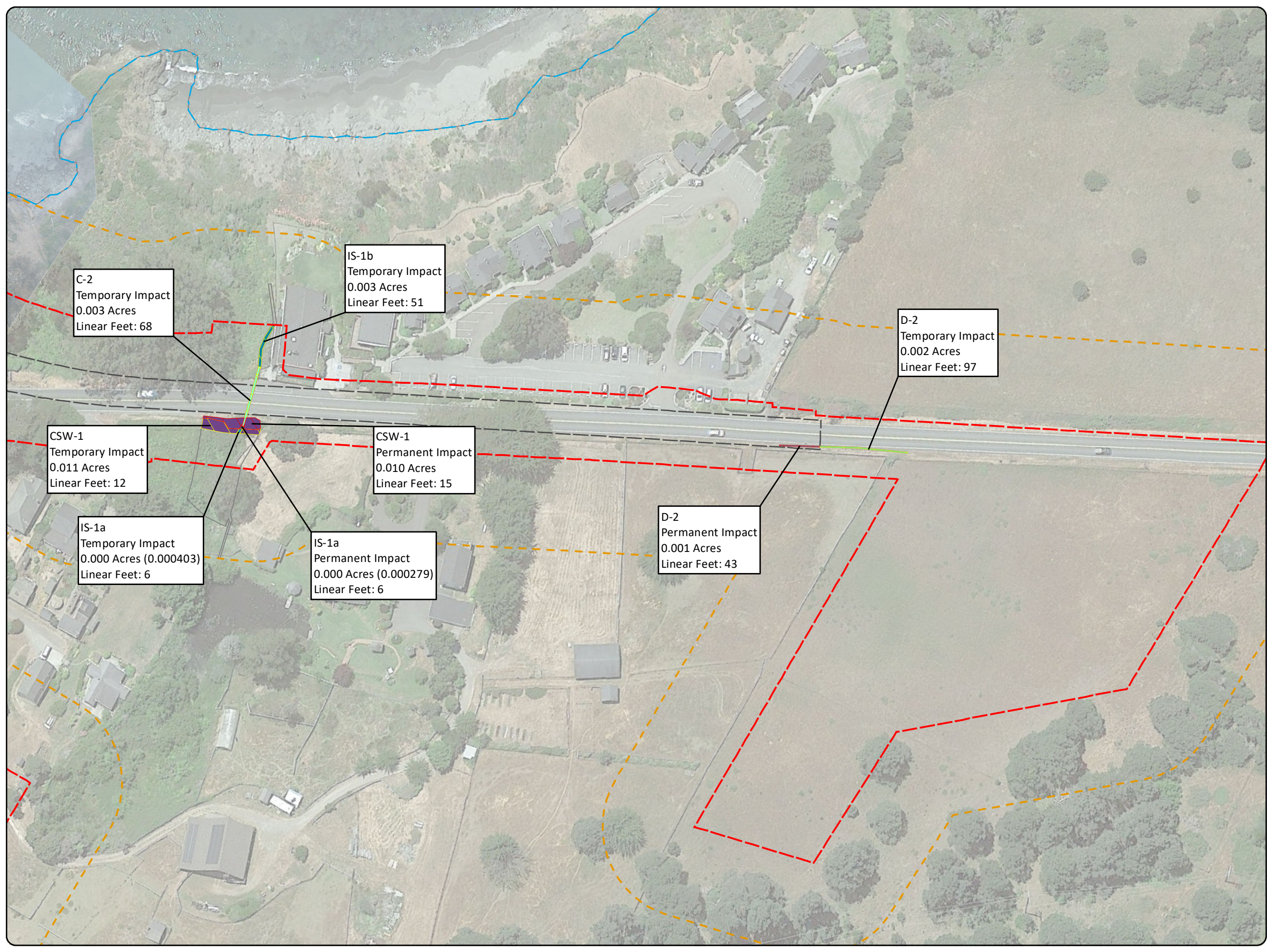
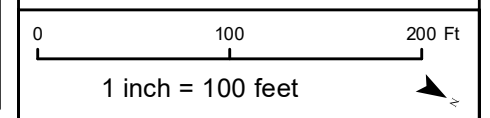
State Resource Only

- Coastal Scrub-Shrub Wetland (CSW)

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

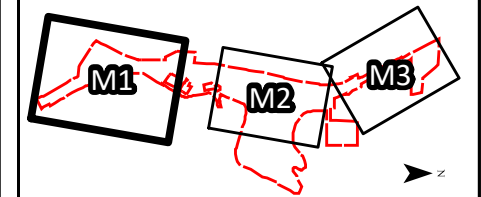


Impacts to Aquatic Resources

Design Option 1B

(Map 1 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

Federal and State Resources

- Intermittent Stream (IS)
- Culvert (C)
- Emergent Wetland (EW)

State Resource Only

- Coastal Emergent Wetland (CEW)

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

0 120 240 Ft

1 inch = 125 feet



IS-3
Temporary Impact
0.000 Acres (0.000382)
Linear Feet: 9

IS-3
Permanent Impact
0.000 Acres (0.000441)
Linear Feet: 10

CEW-1
Temporary Impact
0.013 Acres
Linear Feet: 119

C-10
Temporary Impact
0.004 Acres
Linear Feet: 94

EW-10
Temporary Impact
0.010 Acres
Linear Feet: 72

EW-8
Permanent Impact
0.003 Acres
Linear Feet: 47

C-9
Temporary Impact
0.003 Acres
Linear Feet: 79

EW-8
Temporary Impact
0.017 Acres
Linear Feet: 93

C-9
Temporary Impact
0.001 Acres
Linear Feet: 79

C-7
Temporary Impact
0.003 Acres
Linear Feet: 68

EW-5a
Temporary Impact
0.02 Acres
Linear Feet: 130

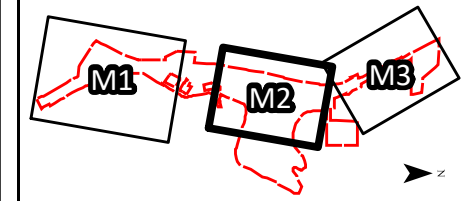
EW-4
Permanent Impact
0.000 Acres (0.000478)
Linear Feet: 22

EW-4
Temporary Impact
0.004 Acres
Linear Feet: 57

C-5
Temporary Impact
0.003 Acres
Linear Feet: 73

Impacts to
Aquatic Resources
Design Option 1B
(Map 2 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

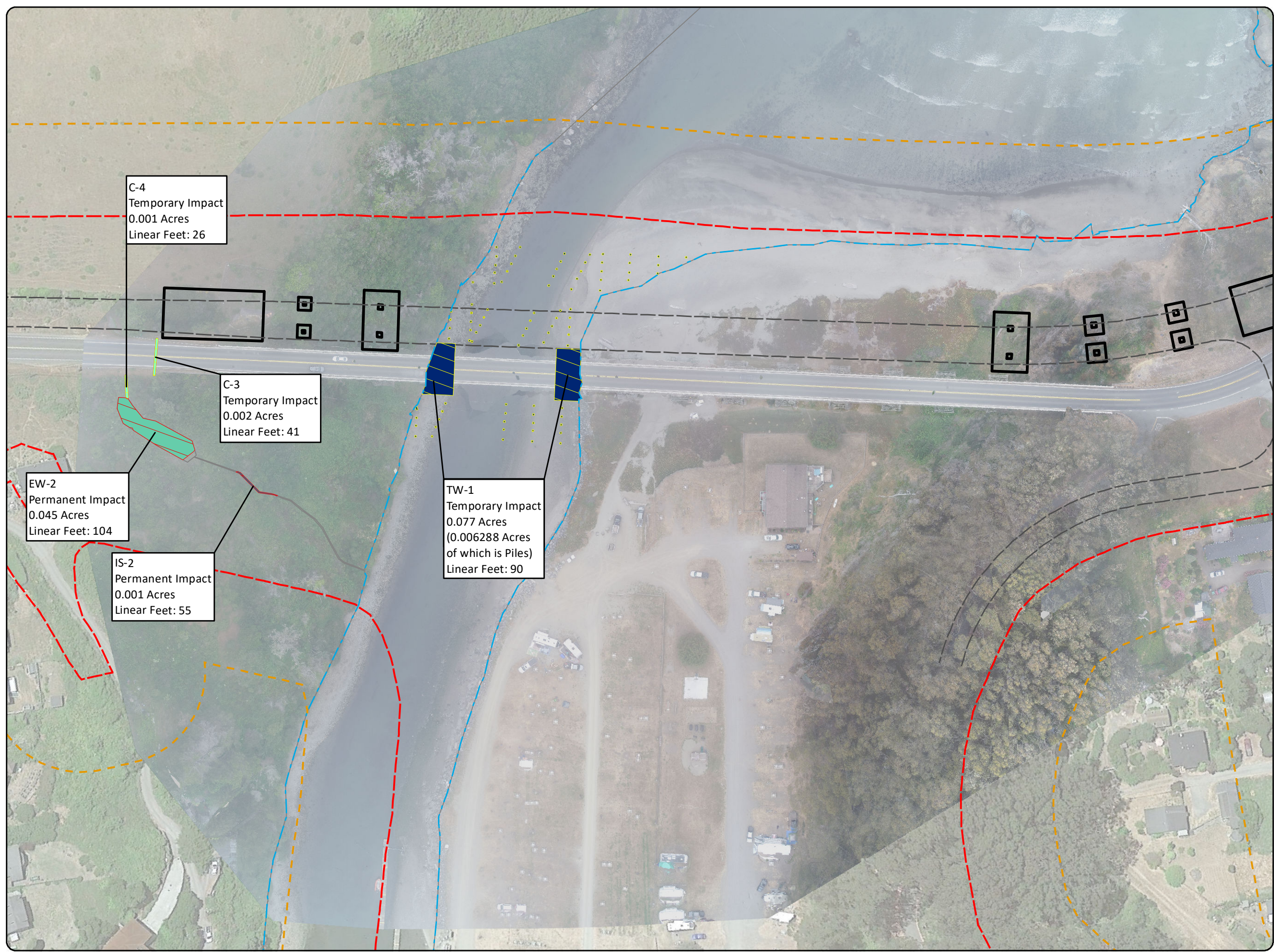
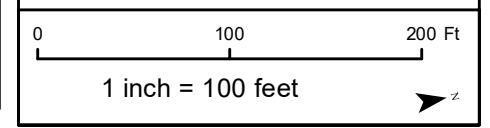
Federal and State Resources

- Tidal Waters (TW)
- Intermittent Stream (IS)
- Culvert (C)
- Emergent Wetland (EW)

Impact Type

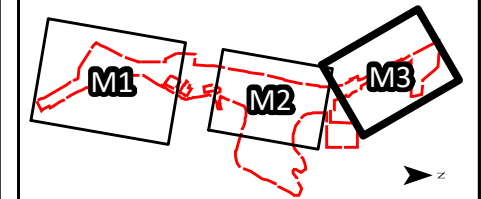
- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic Resources

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.



Impacts to
Aquatic Resources
Design Option 1B
(Map 3 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

Federal and State Resources

- Intermittent Stream (IS)
- Ditch (D)
- Culvert (C)

State Resource Only

- Coastal Scrub-Shrub Wetland (CSW)

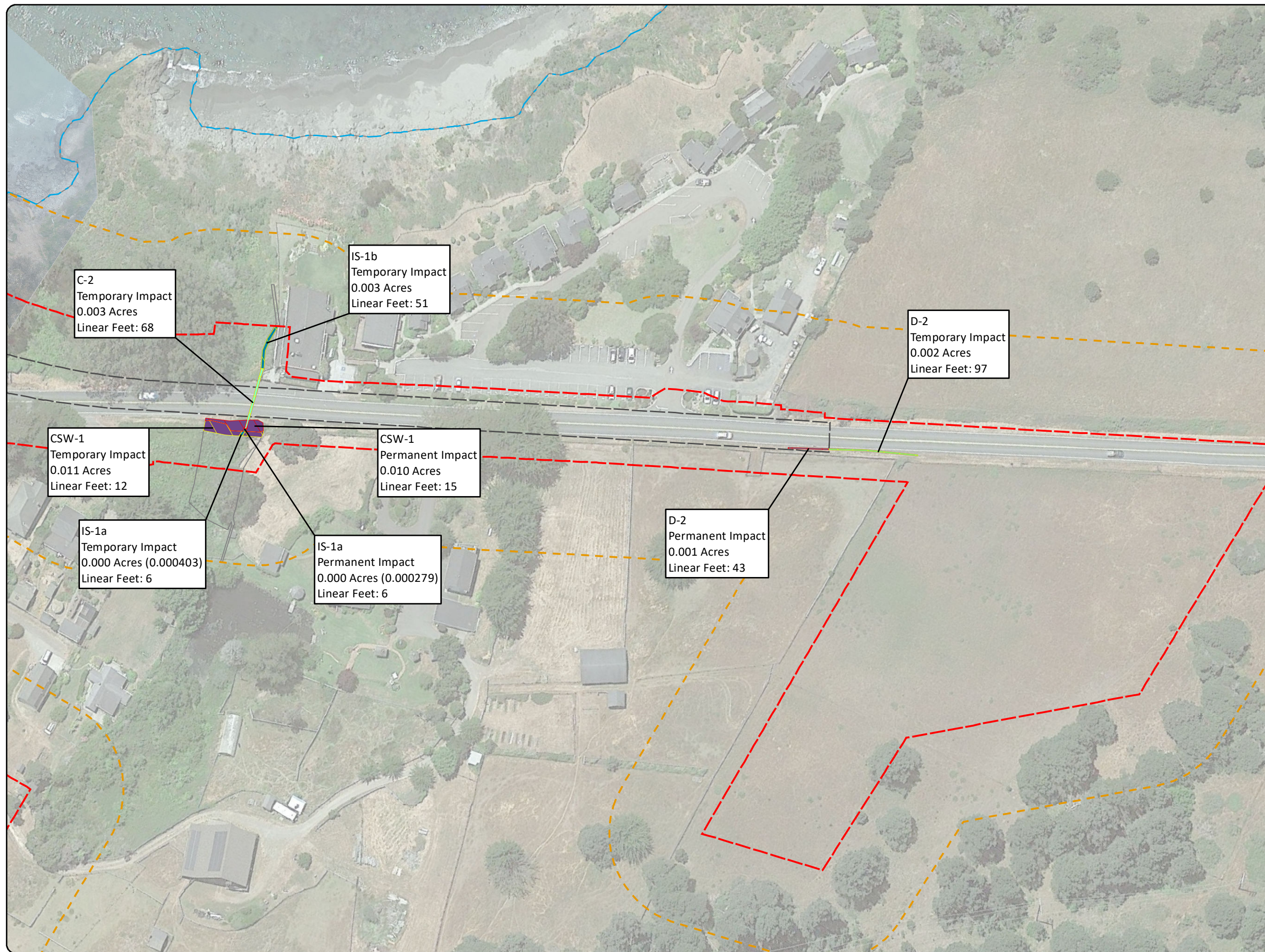
Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

0 100 200 Ft

1 inch = 100 feet

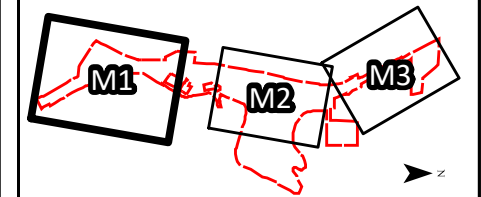


Impacts to Aquatic Resources

Design Option 2A

(Map 1 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

Federal and State Resources

- Intermittent Stream (IS)
- Culvert (C)
- Emergent Wetland (EW)

State Resource Only

- Coastal Emergent Wetland (CEW)

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

0 120 240 Ft

1 inch = 125 feet



IS-3
Temporary Impact
0.000 Acres (0.000382)
Linear Feet: 9

IS-3
Permanent Impact
0.000 Acres (0.000441)
Linear Feet: 10

CEW-1
Temporary Impact
0.013 Acres
Linear Feet: 119

C-10
Temporary Impact
0.004 Acres
Linear Feet: 94

EW-10
Temporary Impact
0.010 Acres
Linear Feet: 72

EW-8
Permanent Impact
0.003 Acres
Linear Feet: 47

C-9
Temporary Impact
0.003 Acres
Linear Feet: 79

EW-8
Temporary Impact
0.017 Acres
Linear Feet: 93

C-9
Temporary Impact
0.001 Acres
Linear Feet: 79

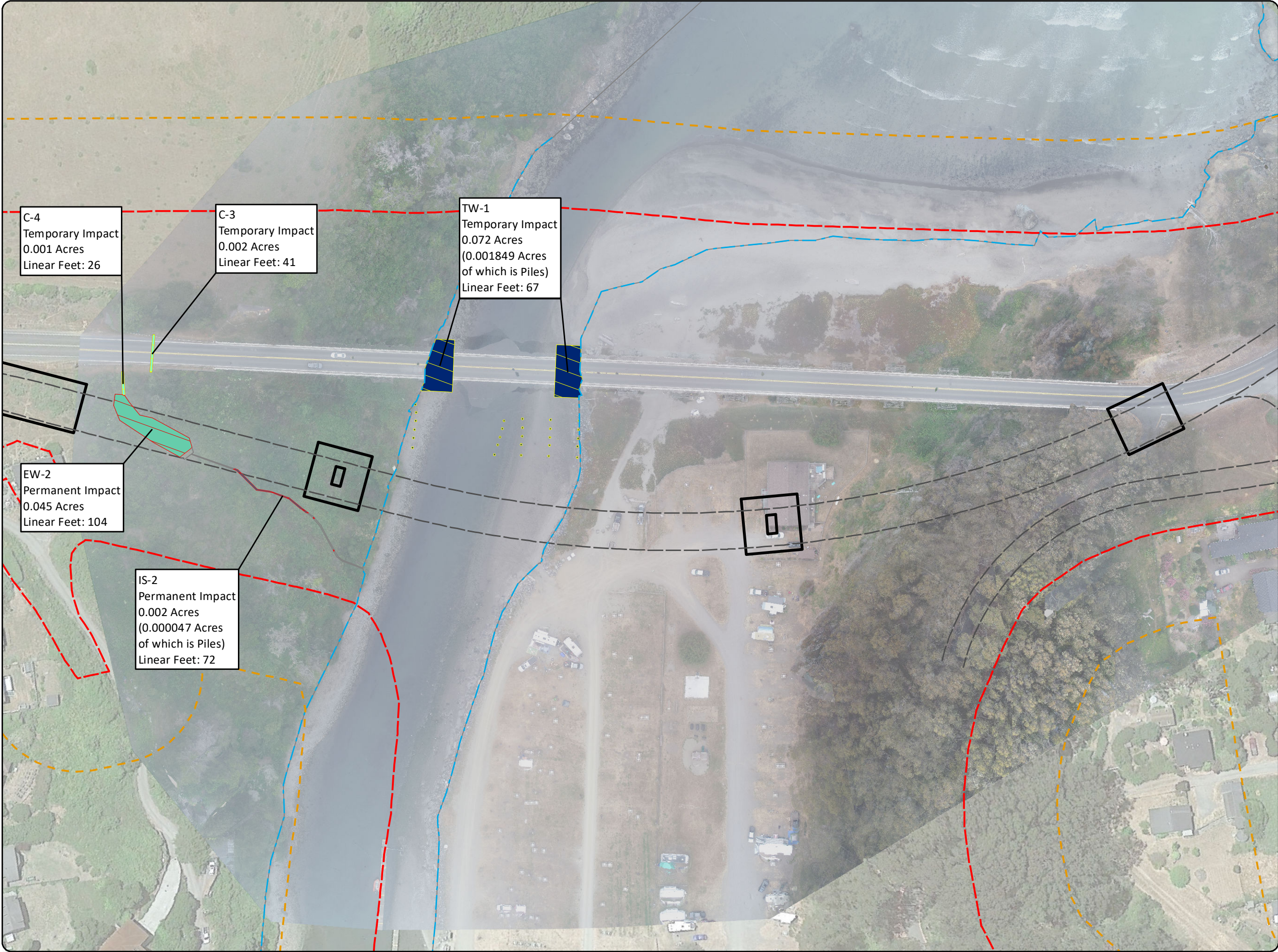
C-7
Temporary Impact
0.003 Acres
Linear Feet: 68

EW-5a
Temporary Impact
0.02 Acres
Linear Feet: 130

EW-4
Temporary Impact
0.004 Acres
Linear Feet: 57

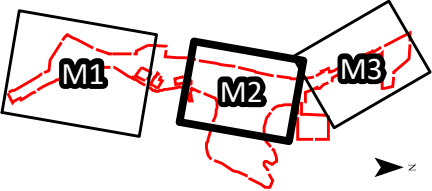
EW-4
Permanent Impact
0.000 Acres (0.000478)
Linear Feet: 22

C-5
Temporary Impact
0.003 Acres
Linear Feet: 73



Impacts to
Aquatic Resources
Design Option 2A
(Map 2 of 3)

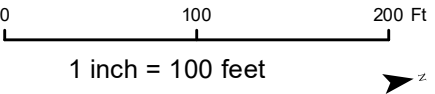
Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

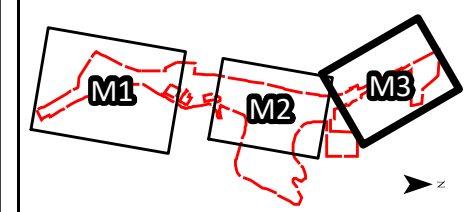
- Legend:**
- ESL Boundary
 - BSA Boundary
 - Proposed
 - Proposed Structure Footing
 - High Tide Line 7.48 Ft
- Aquatic Resource Impacts**
- Federal and State Resources**
- Tidal Waters (TW)
 - Intermittent Stream (IS)
 - Culvert (C)
 - Emergent Wetland (EW)
- Impact Type**
- Permanent Impacts
 - Temporary Impacts
 - Not Impacted Aquatic Resources

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.



Impacts to
Aquatic Resources
Design Option 2A
(Map 3 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

Federal and State Resources

- Intermittent Stream (IS)
- Ditch (D)
- Culvert (C)

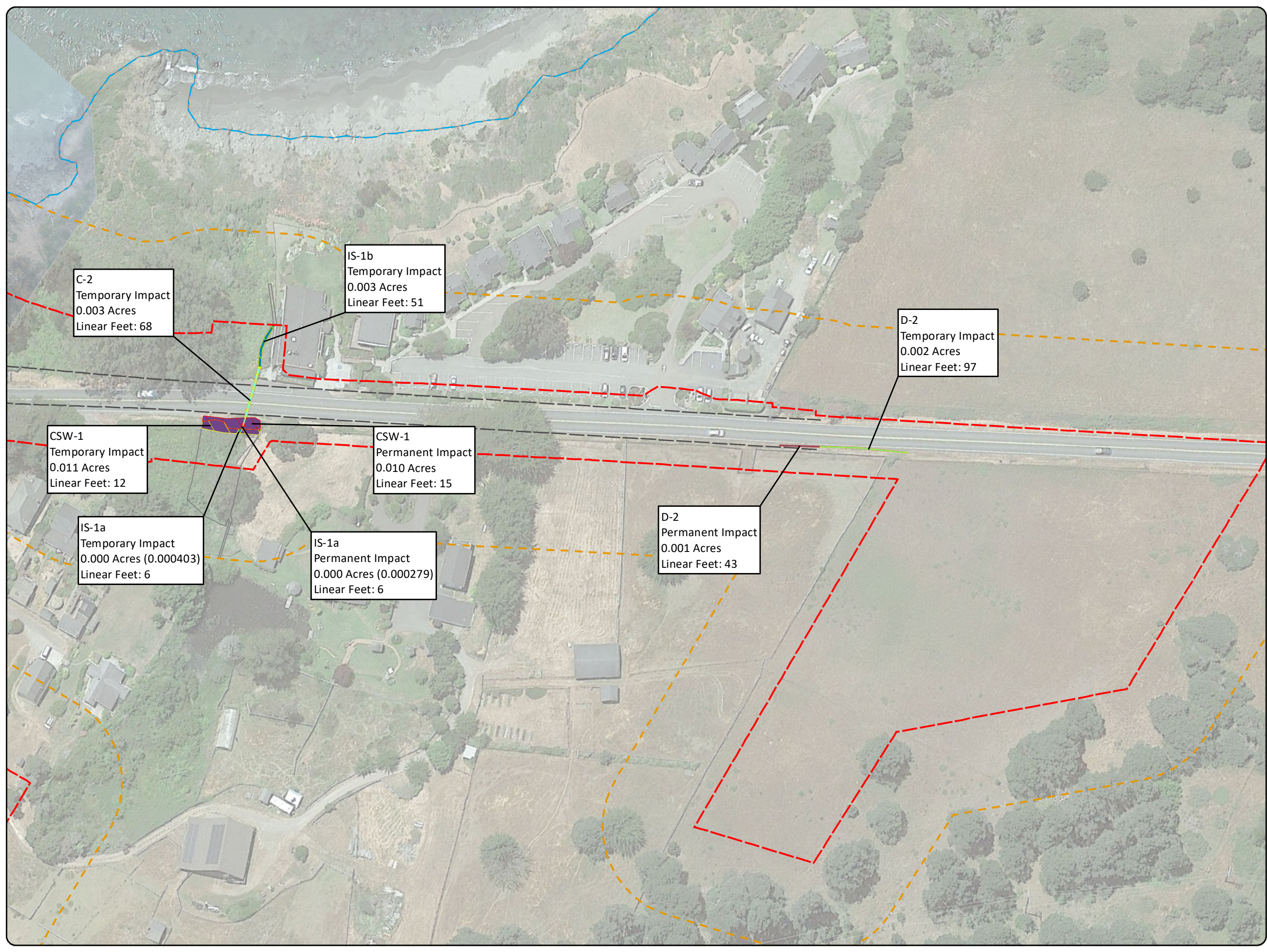
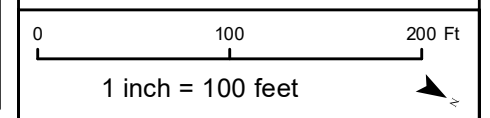
State Resource Only

- Coastal Scrub-Shrub Wetland (CSW)

Impact Type

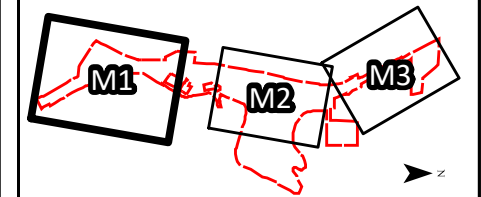
- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.



Impacts to
Aquatic Resources
Design Option 2B
(Map 1 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

Federal and State Resources

- Intermittent Stream (IS)
- Culvert (C)
- Emergent Wetland (EW)

State Resource Only

- Coastal Emergent Wetland (CEW)

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

0 120 240 Ft

1 inch = 125 feet



IS-3
Temporary Impact
0.000 Acres (0.000382)
Linear Feet: 9

IS-3
Permanent Impact
0.000 Acres (0.000441)
Linear Feet: 10

CEW-1
Temporary Impact
0.013 Acres
Linear Feet: 119

C-10
Temporary Impact
0.004 Acres
Linear Feet: 94

EW-10
Temporary Impact
0.010 Acres
Linear Feet: 72

EW-8
Permanent Impact
0.003 Acres
Linear Feet: 47

C-9
Temporary Impact
0.003 Acres
Linear Feet: 79

EW-8
Temporary Impact
0.017 Acres
Linear Feet: 93

C-9
Temporary Impact
0.001 Acres
Linear Feet: 79

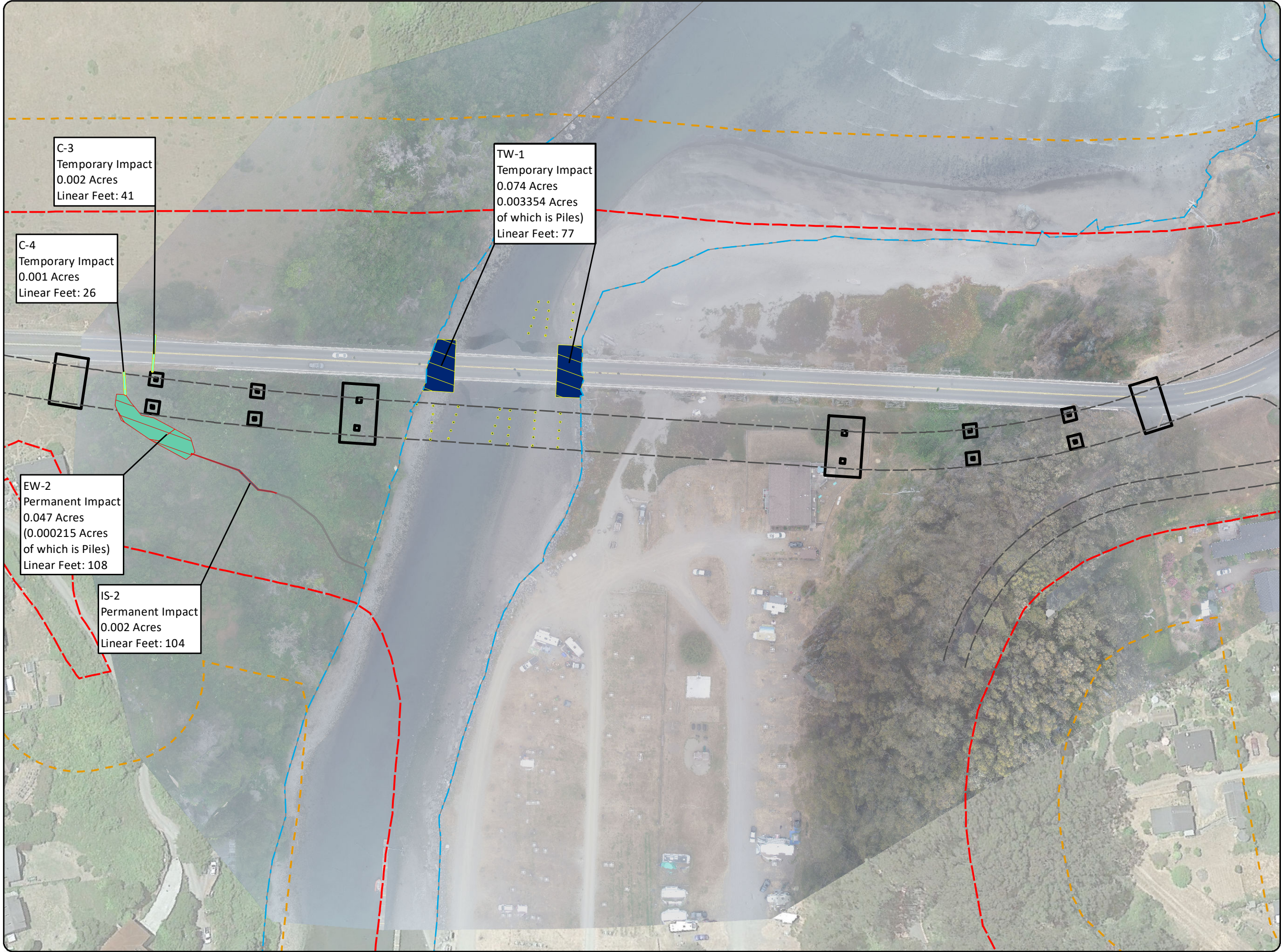
C-7
Temporary Impact
0.003 Acres
Linear Feet: 68

EW-5a
Temporary Impact
0.02 Acres
Linear Feet: 130

EW-4
Temporary Impact
0.004 Acres
Linear Feet: 57

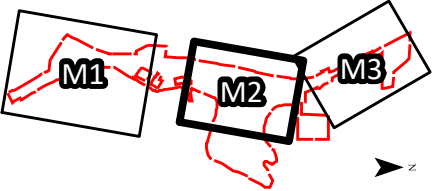
EW-4
Permanent Impact
0.000 Acres (0.000478)
Linear Feet: 22

C-5
Temporary Impact
0.003 Acres
Linear Feet: 73



Impacts to
Aquatic Resources
Design Option 2B
(Map 2 of 3)

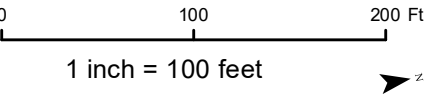
Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

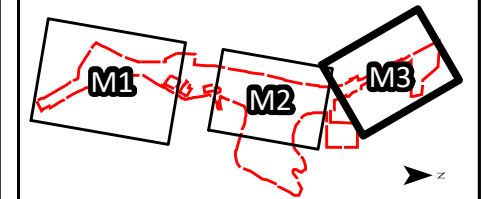
- Legend:**
- ESL Boundary
 - BSA Boundary
 - Proposed
 - Proposed Structure Footing
 - High Tide Line 7.48 Ft
- Aquatic Resource Impacts**
- Federal and State Resources**
- Tidal Waters (TW)
 - Intermittent Stream (IS)
 - Culvert (C)
 - Emergent Wetland (EW)
- Impact Type**
- Permanent Impacts
 - Temporary Impacts
 - Not Impacted Aquatic Resources

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.



Impacts to
Aquatic Resources
Design Option 2B
(Map 3 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

Federal and State Resources

- Intermittent Stream (IS)
- Ditch (D)
- Culvert (C)

State Resource Only

- Coastal Scrub-Shrub Wetland (CSW)

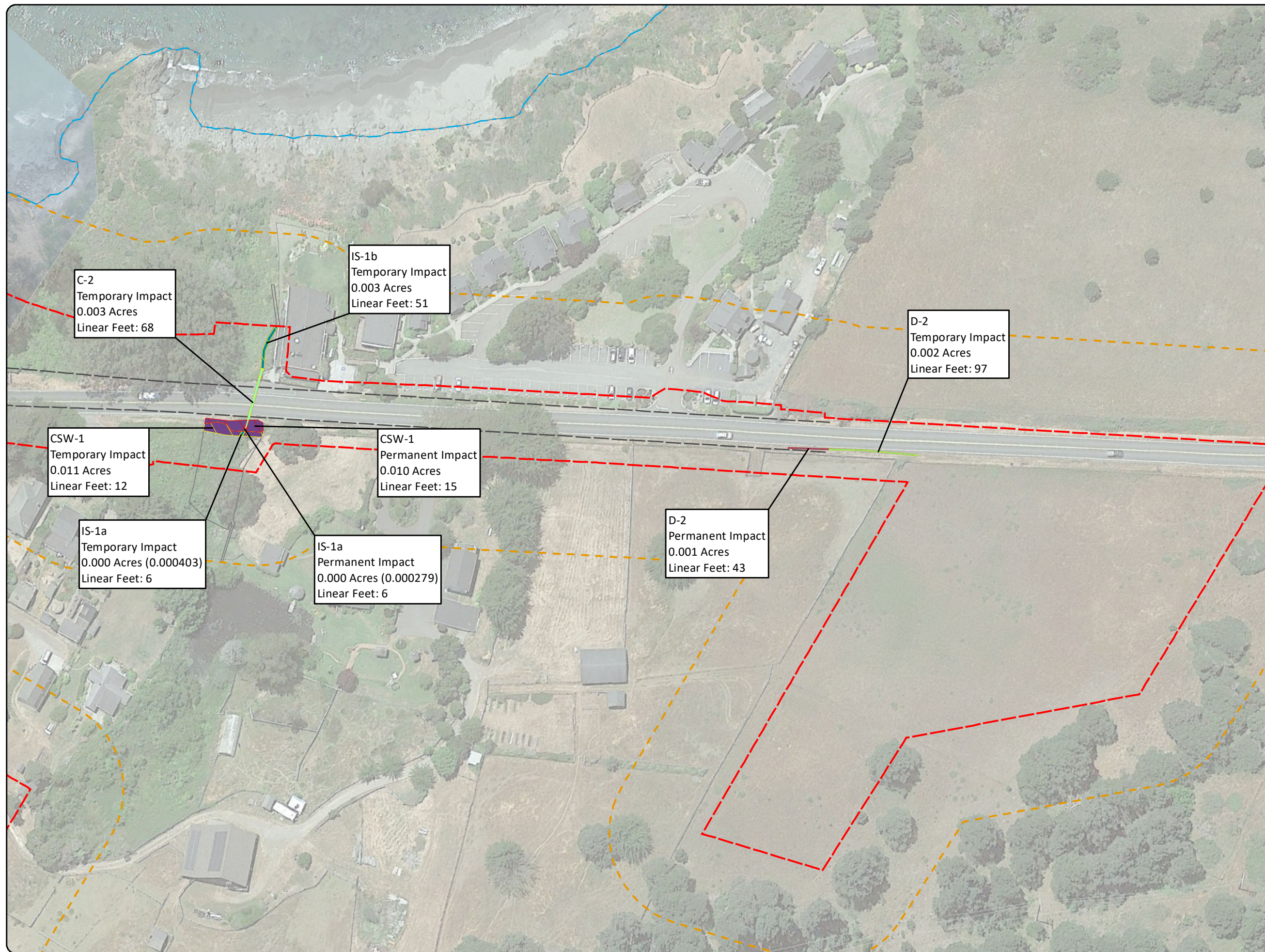
Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

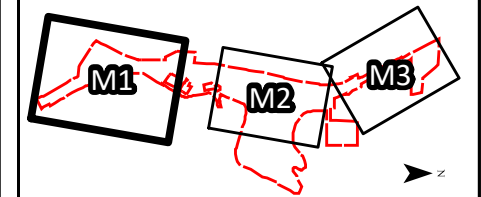
0 100 200 Ft

1 inch = 100 feet



Impacts to
Aquatic Resources
Design Option 3A
(Map 1 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

Federal and State Resources

- Intermittent Stream (IS)
- Culvert (C)
- Emergent Wetland (EW)

State Resource Only

- Coastal Emergent Wetland (CEW)

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.

0 120 240 Ft

1 inch = 125 feet



IS-3
Temporary Impact
0.000 Acres (0.000382)
Linear Feet: 9

IS-3
Permanent Impact
0.000 Acres (0.000441)
Linear Feet: 10

CEW-1
Temporary Impact
0.013 Acres
Linear Feet: 119

C-10
Temporary Impact
0.004 Acres
Linear Feet: 94

EW-10
Temporary Impact
0.010 Acres
Linear Feet: 72

EW-8
Permanent Impact
0.003 Acres
Linear Feet: 47

C-9
Temporary Impact
0.003 Acres
Linear Feet: 79

EW-8
Temporary Impact
0.017 Acres
Linear Feet: 93

C-9
Temporary Impact
0.001 Acres
Linear Feet: 79

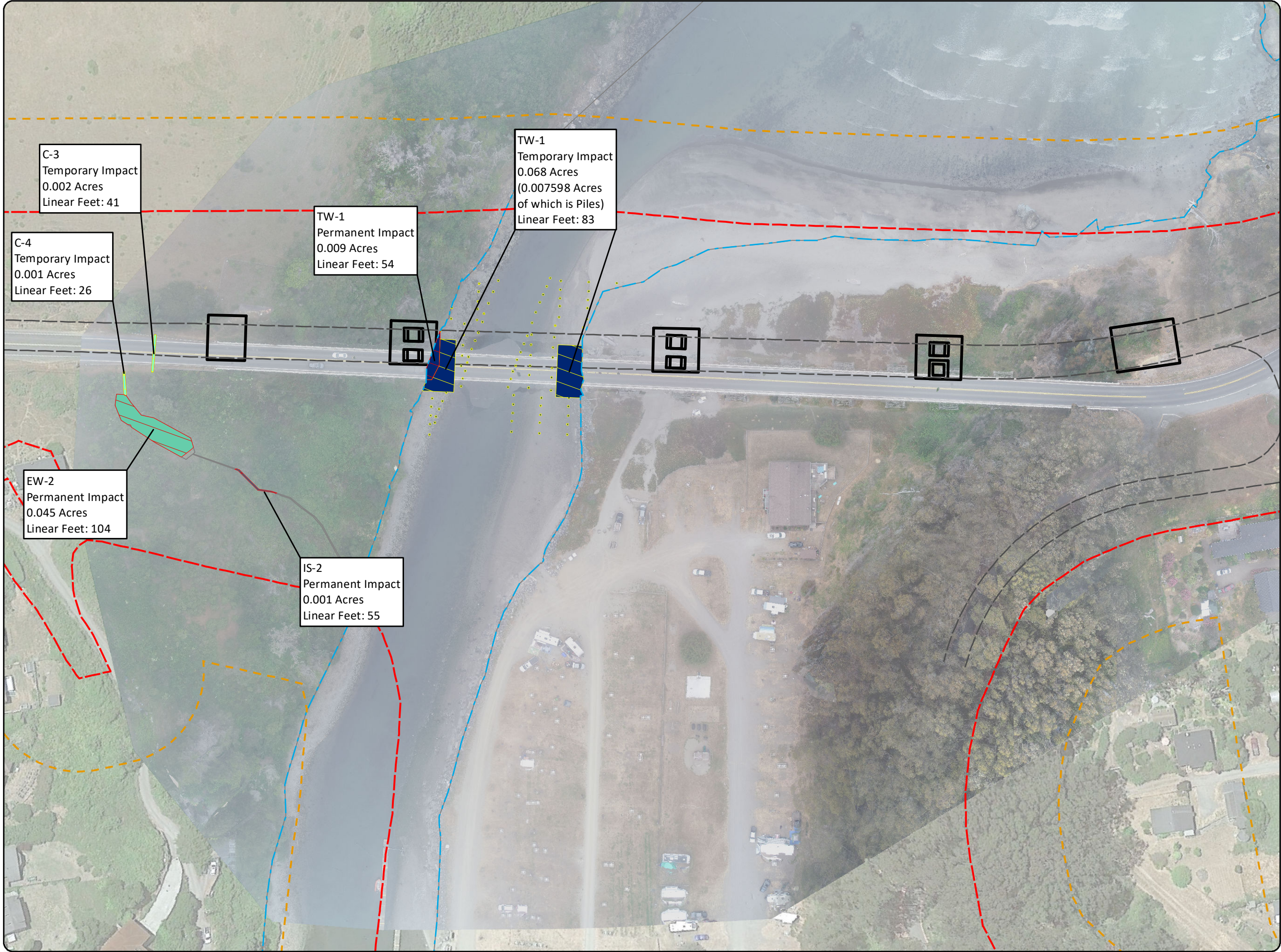
C-7
Temporary Impact
0.003 Acres
Linear Feet: 68

EW-5a
Temporary Impact
0.02 Acres
Linear Feet: 130

EW-4
Temporary Impact
0.004 Acres
Linear Feet: 57

EW-4
Permanent Impact
0.000 Acres (0.000478)
Linear Feet: 22

C-5
Temporary Impact
0.003 Acres
Linear Feet: 73

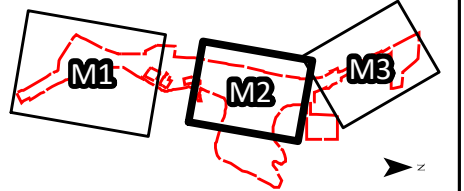


Impacts to Aquatic Resources

Design Option 3A

(Map 2 of 3)

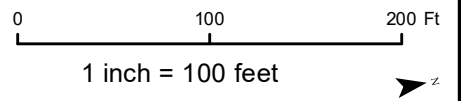
Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

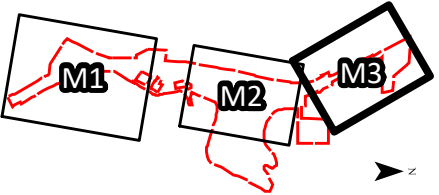
- Legend:**
- ESL Boundary
 - BSA Boundary
 - Proposed
 - Proposed Structure Footing
 - High Tide Line 7.48 Ft
- Aquatic Resource Impacts**
- Federal and State Resources**
- Tidal Waters (TW)
 - Intermittent Stream (IS)
 - Culvert (C)
 - Emergent Wetland (EW)
- Impact Type**
- Permanent Impacts
 - Temporary Impacts
 - Not Impacted Aquatic Resources

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.



Impacts to
Aquatic Resources
Design Option 3A
(Map 3 of 3)

Albion River Bridge Replacement
01-40110-MEN-1 PM 43.3/44.2
Albion, Mendocino County



Revision Date: 4/18/2024

Legend:

- ESL Boundary
- BSA Boundary
- Proposed
- Proposed Structure Footing
- High Tide Line 7.48 Ft

Aquatic Resource Impacts

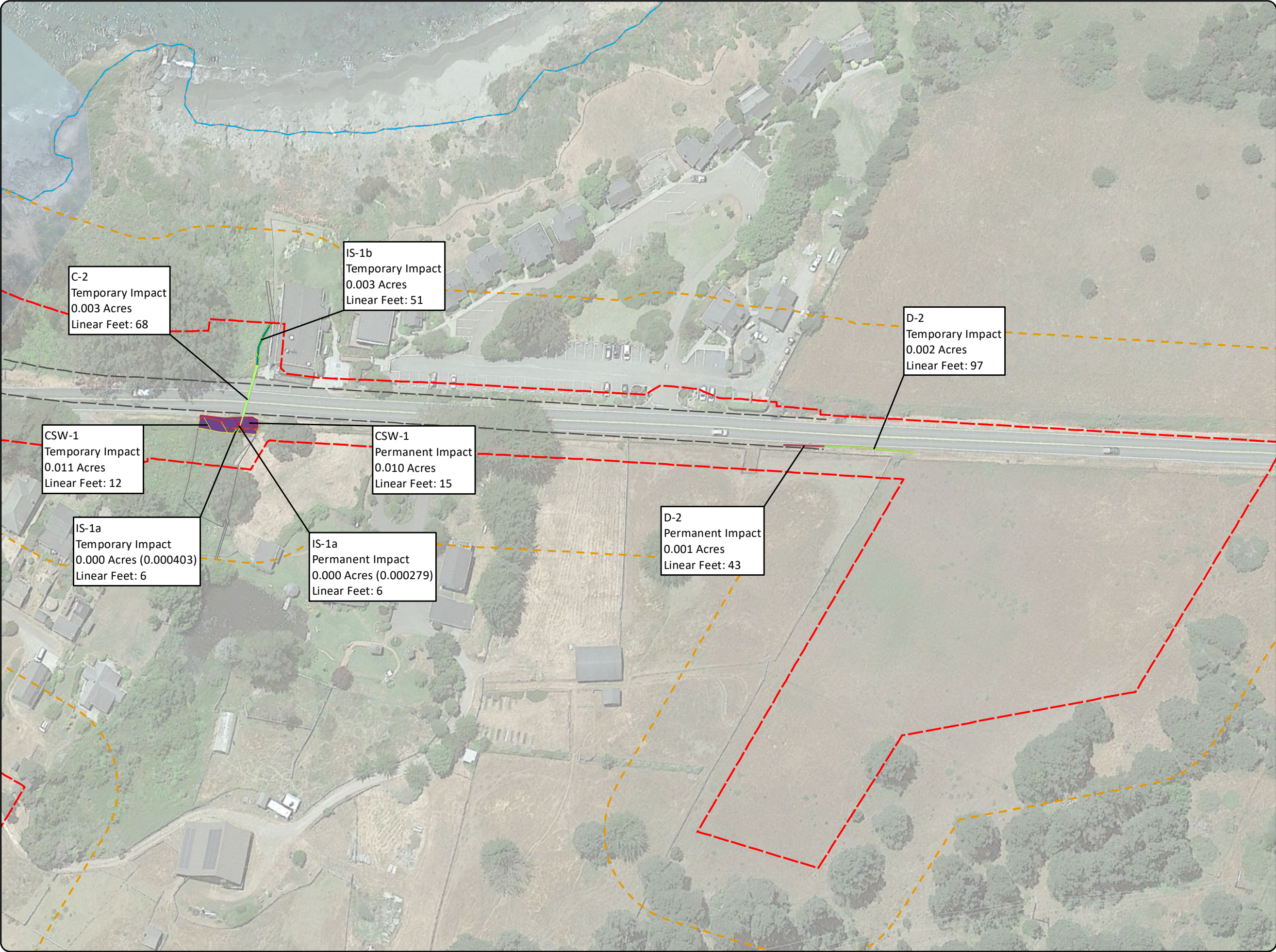
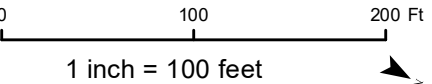
Federal and State Resources

- Intermittent Stream (IS)
- Ditch (D)
- Culvert (C)
- State Resource Only
- Coastal Scrub-Shrub Wetland (CSW)

Impact Type

- Permanent Impacts
- Temporary Impacts
- Not Impacted Aquatic

Aerial Imagery: Google Earth 7/2018 & Caltrans, 06/02/2021.
Note: Aerial is a reference, and not aligned perfectly.



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Appendix L Special Status Plant Species with the Potential to Occur in the Project Vicinity

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Appendix L. Special Status Plant Species with the Potential
to Occur in the Project Vicinity

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
angel's hair lichen <i>Ramalina thrausta</i>	--/--/2B.1	Mesic. Riparian habitats.	N/A	Absent	Riparian habitat within the BSA is coastal scrub habitat rather than mesic riparian habitat found upstream. The nearest CNDDDB occurrence is approximately 2.6 miles northeast of the BSA. Species was not observed during floristic surveys.
Baker's goldfields <i>Lasthenia californica</i> ssp. <i>bakeri</i>	--/--/1B.2	Closed-cone coniferous forest (openings), coastal scrub, meadows and seeps, marshes and swamps.	Apr-Oct	Present	Suitable habitat occurs within the BSA's coastal scrub and delineated aquatic resources. Closest occurrence is approximately 1.6 miles south of the BSA near Navarro Point. Species was not observed during appropriately timed floristic surveys.
Blasdale's bent grass <i>Agrostis blasdalei</i>	--/--/1B.2	Coastal bluff scrub, coastal dunes, coastal prairie. From 16–492 feet (5–150 meters) above mean sea level (MSL).	May-Jul	Present	Suitable habitat occurs within the BSA's coastal scrub and grassland habitat. Closest occurrence is approximately 1.4 miles south of the BSA near Navarro Point. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
bluff wallflower <i>Erysimum concinnum</i>	--/--/1B.2	Coastal bluff scrub, coastal dunes, coastal prairie from 0–607 feet (0–185 meters) above MSL.	Feb-Jul	Present	Suitable habitat occurs within the BSA's coastal scrub and grassland habitat. Closest occurrence is approximately 1.9 miles north of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Bolander's beach pine <i>Pinus contorta</i> ssp. <i>bolanderi</i>	--/--/1B.2	Coastal scrub, North Coast coniferous forest, sometimes roadsides. From 98–2,133 feet (30–650 meters) above MSL.	N/A	Absent	No suitable pygmy forest habitat or clay soils are present for this species within the BSA. Species was not observed.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
Bolander's reed grass <i>Calamagrostis bolanderi</i>	--/--/4.2	Mesic. Bogs and fens, broadleaved upland forest, closed cone coniferous forest, coastal scrub, meadows and seeps (mesic), marshes and swamps (freshwater), North Coast coniferous forest. From 0–1,493 feet (0–455 meters) above MSL.	May-Aug	Present	Suitable habitat occurs within the BSA's coastal scrub and delineated aquatic resources. Closest occurrence is approximately 0.2 miles southeast of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Bunchberry <i>Cornus unalaschensis</i>	--/--/2B.2	Bogs and fens, meadows and seeps, North Coast coniferous forest. From 197–6,299 feet (60–1,920 meters) above MSL.	May-Jul	Present	Suitable habitat occurs within the BSA's delineated aquatic resources. Closest occurrence is approximately 7.3 miles north of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Burke's goldfields <i>Lasthenia burkei</i>	FE/SE/1B.1	Meadows and seeps (mesic), vernal pools and swales. From 49–1,969 feet (15–600 meters) above MSL.	April-June	Absent	No suitable vernal pool habitat (hardpan or hydrology) is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023. No critical habitat has been designated for this species.
California pinefoot <i>Pityopus californicus</i>	--/--/4.2	Mesic. Broadleaved upland forest, lower montane coniferous forest, North Coast coniferous forest, upper montane coniferous forest. From 49–7,300 feet (15–2,225 meters) above MSL.	(Mar-Apr) May-Aug	Present	Coniferous habitat is present for this species within the northeastern edge of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
California pitcherplant <i>Darlingtonia californica</i>	--/--/4.2	A native to Northern California and Oregon, found growing in bogs and seeps with cold running water. Found from 18-671 feet (60—2,200 meters) above MSL.	April - Aug	Absent	No suitable habitat is present for this species within the BSA. Species was not observed.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
California sedge <i>Carex californica</i>	--/--/2B.2	Bogs and fens, closed-cone coniferous forest, coastal prairie, meadows and seeps, marshes and swamps (margins). From 295–1,099 feet (90–335 meters) above MSL.	May-Aug	Present	Suitable habitat occurs within the BSA's delineated aquatic resources. Closest occurrence is approximately 0.9 miles east of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
coast lily <i>Lilium maritimum</i>	--/--/1B.1	Sometimes roadside. Broadleafed upland forest, closed-cone coniferous forest, coastal prairie, coastal scrub, marshes and swamps (freshwater), North Coast coniferous forest. From 16–1,558 feet (5–475 meters) above MSL.	May-Aug	Present	Suitable habitat occurs within the BSA's coastal scrub, grassland, and freshwater habitats. Closest occurrence is approximately 1.5 miles east of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
coastal bluff morning-glory <i>Calystegia purpurata</i> ssp. <i>saxicola</i>	--/--/1B.2	Coastal bluff scrub, coastal dunes, coastal scrub, North Coast coniferous forest. From 33–344 feet (10–105 meters) above MSL.	(Mar) Apr-Sep	Present	Suitable habitat occurs within the BSA's coastal scrub habitats. Closest occurrence is approximately 0.3 miles west of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Contra Costa goldfields <i>Lasthenia conjugens</i>	FE/-/1B.1	Mesic sites in cismontane woodland, playas (alkaline), valley and foothill grasslands, and vernal pools; elevations less than 330 ft (100 m).	Apr-Jul	Absent	No suitable cismontane or vernal pool habitat is present. Species was not observed and the project BSA does not overlap with designated critical habitat.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
Pacific blue field gilia <i>Gilia capitata</i> ssp. <i>pacifica</i>	--/--/1B.2	Found on steep slopes, ravines, or coastal bluffs and grasslands on the pacific coast at elevations generally less than 1,312 feet (400 m).	May-Aug	Present	Historical CNDDDB records from coastal bluffs adjacent to the southwestern project BSA. Recent observations also made on the steep bluffs above Salmon Creek at approx. 0.14 miles south of the Project BSA. However, the species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
dark-eyed gilia <i>Gilia millefoliata</i>	--/--/1B.2	Coastal dunes. From 7–98 feet (2–30 meters) above MSL.	May-Jun (Jul)	Present	Only marginal coastal dune habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
deceiving sedge <i>Carex saliniformis</i>	--/--/1B.2	Mesic. Coastal prairie, coastal scrub, meadows and seeps, marshes and swamps (coastal salt). From 9–755 feet (3–230 meters) above MSL.	Jul-Sep	Present	Suitable habitat occurs within the BSA's coastal scrub habitats. Closest occurrence is approximately 0.3 miles west of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
fringed cornlily <i>Veratrum fimbriatum</i>	--/--/4.3	Mesic. Bogs and fens, coastal scrub, meadows and seeps, North Coast coniferous forest. From 10–600 feet (3–183 meters) above MSL.	Mar-Jun (Aug)	Present	Suitable habitat occurs within the BSA's coastal scrub and delineated aquatic resources. This species was documented within the southwest portion of the BSA during 2013, 2014, 2020, and 2021 surveys.
glory brush <i>Ceanothus gloriosus</i> var. <i>exaltatus</i>	--/--/4.3	A perennial evergreen shrub associated with chaparral. From 98–2,001 feet (30–610 meters) above MSL.	Jul-Oct	Absent	No suitable chaparral habitat is present for this species within the BSA. Species was not observed.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
great burnet <i>Sanguisorba officinalis</i>	--/--/2B.2	Bogs and fens, broadleafed upland forest, meadows and seeps, marshes and swamps, North Coast coniferous forest, riparian forest/often serpentine. From 197–4,593 feet (60–1,400 meters) above MSL.	Apr-May (Jun-Jul)	Present	Suitable habitat occurs within the BSA's delineated aquatic resources. Closest occurrence is approximately 0.3 miles west of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
hair-leaved rush <i>Juncus supiniformis</i>	--/--/2B.2	Near coast. Bogs and fens, marshes and swamps (freshwater). From 66–328 feet (20–100 meters) above MSL.	Mar-Jul	Absent	No suitable freshwater swamp or marsh habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
harlequin lotus <i>Hosackia gracilis</i>	--/--/4.2	Wetlands, roadsides. Broadleafed upland forest, coastal bluff scrub, closed-cone coniferous forest, cismontane woodland, coastal prairie, coastal scrub, meadows and seeps, marshes and swamps, North Coast coniferous forest, valley and foothill grassland. From 0–2,297 feet (0–700 meters) above MSL.	May-July	Present	Suitable habitat occurs within the BSA's coastal scrub, grassland habitat, and delineated aquatic resources. This species was documented in several locations within the BSA during 2013, 2014, 2020, and 2021 surveys.
Hoffman's bristly jewel-flower <i>Streptanthus glandulosus</i> ssp. <i>hoffmanii</i>	--/--/1B.3	An annual flower in the mustard family, this species is strongly associated with ultramafic (serpentine) soils, found on rocky, often barren, open slopes, talus, forest openings at 410 ft ~ (125 meters) above MSL	March-July	Absent	No suitable chaparral habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Howell's spineflower <i>Chorizanthe howellii</i>	FE/ST/1B.2	Sandy, often disturbed areas. Coastal dunes, coastal prairie, coastal scrub. From 0–115 feet (0–35 meters) above MSL. Range is restricted to the vicinity of the ten-mile dunes in Mendocino County.	Apr-Aug	Present	Suitable habitat occurs within the BSA's dunes and scrub habitats; however, the project is outside of the known range. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023. No critical habitat has been designated for this species.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
Humboldt Bay owl's-clover <i>Castilleja ambigua</i> var. <i>humboldtiensis</i>	--/--/1B.2	Marshes and swamps (coastal salt). From 0–10 feet (0–3 meters) above MSL.	Apr-Sep	Absent	No suitable freshwater swamp or marsh habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, and 2021 and 2023.
Humboldt County milk-vetch <i>Astragalus agnicidus</i>	--/SE/1B.1	A perennial herb found in the North Coast region of Humboldt and Mendocino County within broadleafed upland forest, North Coast coniferous forest. Found in openings, disturbed areas, sometimes roadsides at elevations between approximately 400 feet and 2,625 feet (121-800 meters).	(Mar) Apr-Oct	Absent	Suitable broadleaf and/or coniferous forest habitat is not present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023. The nearest recorded location to the project BSA is in the Navarro Quad approximately 12 miles east on private property (CDFW 2023).
leafy-stemmed mitrewort <i>Mitellastracaulescens</i>	--/--/4.2	Mesic, sometimes roadsides. Broadleafed upland forest, lower montane coniferous forest, meadows and seeps, North Coast coniferous forest. From 16–5,577 feet (5–1,700 meters) above MSL.	Jun	Present	Marginally suitable habitat occurs within the BSA's delineated intermittent streams. Closest occurrence is approximately 0.3 miles south of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
livid sedge <i>Carex livida</i>	--/--/2A	Bogs and fens. This species is known from a single collection in California; found in 1866 and located at 330 feet (100 meters in elevation, and has not been recorded since.	Apr-Aug	Absent	No suitable bog or fen habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
Lyngbye's sedge <i>Carex lyngbyei</i>	--/--/2B.2	Marshes and swamps (brackish or freshwater). From 0-33 feet (0–10 meters) above MSL.	(Mar) Apr-Aug	Absent	No suitable marsh or swamp habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021 and 2023
maple-leaved checkerbloom <i>Sidalcea malachroides</i>	--/--/4.2	Broadleafed upland forest, coastal prairie, coastal scrub, North Coast coniferous forest, riparian woodland. Often in disturbed areas at elevations below 2,297 ft (700 meters) above MSL.	Mar-Aug	Present	Suitable habitat occurs within the BSA's coastal scrub grassland and riparian habitats. Closest occurrence is approximately 0.5 miles north of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
marsh pea <i>Lathyrus palustris</i>	--/--/2B.2	Bogs and fens, lower montane coniferous forest, marshes and swamps, North Coast coniferous forest, coastal prairie, coastal scrub. Located in moist coastal areas 7–459 feet (2–140 meters) above MSL.	Apr-Aug	Present	Suitable habitat occurs within the BSA's coastal scrub and grassland habitats. Closest occurrence is approximately 4.6 miles north of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Mendocino Coast paintbrush <i>Castilleja mendocinensis</i>	--/--/1B.2	Coastal bluff scrub, closed-cone coniferous forest, coastal dunes, coastal prairie, coastal scrub. From 0–525 feet (0 to 160 meters) above MSL.	(Jun) Jul-Oct	Present	Suitable habitat occurs within the BSA's coastal bluff scrub and grassland habitats. Closest occurrence is approximately 0.2 miles west of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Mendocino dodder <i>Cuscuta pacifica</i> var. <i>papillata</i>	--/--/1B.2	Coastal dunes (interdune depressions). From 0–164 feet (0–50 meters) above MSL.	Mar-Sep	Absent	No suitable coastal dune habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, and 2021.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
Menzies' wallflower <i>Erysimum menziesii</i>	FE/SE/1B.1	Found in early successional coastal dune habitats. From 0–115 feet (0–35 meters) above MSL. Known range includes 4 populations along the California coast, including Ten Mile River Dunes in Mendocino County, Humboldt Bay, and 2 locations in Monterey County.	March-September	Present	Marginal coastal dune habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023. No critical habitat has been designated for this species.
Methuselah's beard lichen <i>Usnea longissima</i>	--/--/4.2	North Coast coniferous forest. From 16–4,790 feet (50–1,460 meters) above MSL.	Apr-Jun	Absent	No suitable coniferous forest habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, and 2021.
Monterey clover <i>Trifolium trichocalyx</i>	FE/SE/1B.1	Closed-cone coniferous forest (sandy, openings, burned areas). From 98–787 feet (30–240 meters) above MSL.	Apr-Jun	Absent	No suitable coniferous forest habitat is present for this species within the BSA, however closed cone forest is located in very close proximity to the northeastern project edge. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023. No critical habitat has been designated for this species.
Monterey cypress <i>Hesperocyparis macrocarpa</i>	--/--/1B.2	Closed-cone pine forests; the Monterey cypress is found naturally only on the Central Coast of California. Considered invasive in other parts of California.	N/A	Present	Species is not native to the Mendocino Coast; not considered rare in Mendocino County. Commonly planted as a wind break and is found within the project area.
nodding semaphore grass <i>Pleuropogon refractus</i>	--/--/4.2	Mesic. Lower montane coniferous forest, meadows and seeps, North Coast coniferous forest, riparian forest. From 0–5,249 feet (0–1,600 meters) above MSL.	(Mar) Apr-Aug	Absent	No suitable coniferous forest habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
North Coast phacelia <i>Phacelia insularis</i> var. <i>continentis</i>	--/--/1B.2	Sandy, sometimes rocky. Coastal bluff scrub, coastal dunes. From 33–558 feet (10–170 meters above MSL.	Mar-May	Present	Suitable habitat occurs within the BSA's coastal bluff scrub and grassland habitats. There are no occurrences within 10 miles of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
northern microseris <i>Microseris borealis</i>	--/--/2B.1	Mesic. Bogs and fens, lower montane coniferous forest, meadows and seeps. From 3,280–6,562 feet (1,000–2,000 meters) above MSL.	Jun-Sep	Absent	While suitable habitat may be present, the BSA is outside of the known geographic and elevation range for the species. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Oregon coast paintbrush <i>Castilleja littoralis</i>	--/--/2B.2	Coastal bluff scrub, coastal dunes, coastal scrub/sandy. From 49–328 feet (15–100 meters) above MSL.	Jun-Jul	Present	Suitable habitat occurs within the BSA's coastal bluff scrub habitat. Closest occurrence is approximately 0.2 miles south of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Oregon goldthread <i>Coptis laciniata</i>	--/--/4.2	Meadows and seeps, North Coast coniferous forest (streambanks)/mesic. From 0–3,280 feet (0–1000 meters) above MSL.	(Feb) Mar-May (Sep-Nov)	Present	Suitable habitat occurs within the BSA's delineated aquatic resources. Closest occurrence is located within a mile area outside of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
Pacific gilia <i>Gilia capitata</i> ssp. <i>pacifica</i>	--/--/1B.2	Coastal bluff scrub, chaparral (openings), coastal prairie, valley and foothill grassland. From 16–4,363 feet (5–1,330 meters) above MSL.	Apr-Aug	Present	Suitable habitat occurs within the BSA's coastal bluff scrub habitat; closest occurrence is approximately 0.1 mile south of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Pacific golden saxifrage <i>Chrysosplenium glechomifolium</i>	--/--/4.3	Streambanks, sometimes seeps, sometimes roadsides. Shady, wet areas within North Coast coniferous forest, riparian forest at elevations below 656 feet (200 meters).	Feb-Jun (Jul)	Present	Suitable habitat occurs within the BSA's delineated resources. Closest occurrence is approximately 3 miles north of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021 and 2023
perennial goldfields <i>Lasthenia californica</i> ssp. <i>macrantha</i>	--/--/1B.2	Coastal bluff scrub, coastal dunes along immediate coast, coastal scrub, and grasslands at elevations below 1,640 feet (500 meters).	Jan-Nov	Present	Suitable habitat occurs within the BSA's coastal bluff scrub and grassland habitats. Closest occurrence is approximately 0.3 miles south of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021 and 2023.
pink sand-verbena <i>Abronia umbellata</i> var. <i>breviflora</i>	--/--/1B.1	Coastal dunes. From 0–33 feet (0–10 meters) above MSL.	Jun-Oct	Absent	No suitable coastal dune habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
Point Reyes ceanothus <i>Ceanothus gloriosus</i> var. <i>gloriosus</i>	--/--/4.3	Sandy. Coastal bluff scrub, closed-cone coniferous forest, coastal dunes, coastal scrub. From 16–1,706 feet (5–520 meters) above MSL.	Mar-May	Present	Suitable habitat occurs within the BSA's coastal bluff scrub and coastal scrub habitats. Closest occurrence is approximately 0.1 miles east of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Point Reyes checkerbloom <i>Sidalcea calycosa</i> ssp. <i>rhizomata</i>	--/--/1B.2	Freshwater wetlands including marshes, seeps, and swamps (freshwater, near coast). From 10–246 feet (3–75 meters) above MSL.	Apr-Sep	Present	Suitable habitat occurs within the BSA's delineated aquatic resources. This species was documented within the southeast portion of the BSA during 2013, 2014, 2020, and 2021 surveys.
purple-stemmed checkerbloom <i>Sidalcea malviflora</i> ssp. <i>purpurea</i>	--/--/1B.2	Often roadcuts. Coastal bluff scrub, coastal prairie, North Coast coniferous forest at low elevations, generally found below 100 feet (30 meters).	May-Jun	Present	Suitable habitat occurs within the BSA's coastal bluff scrub habitats and roadway cuts. Closest occurrence is approximately 4.6 miles east of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
pygmy cypress <i>Hesperocyparis pygmaea</i>	--/--/1B.2	Closed-cone coniferous forest, mixed-evergreen forest, coastal terraces (usually podzol-like soil), from 164–656 feet (50–200 meters) above MSL.	N/A	Absent	No suitable forest or coastal terrace habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
pygmy manzanita <i>Arctostaphylos nummularia</i> ssp. <i>mendocinoensis</i>	--/--/1B.2	Pygmy pine forest (acidic sandy clay soils required), chaparral, from 164–656 feet (50–200 meters) above MSL.	Jan	Absent	No suitable forest habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
running-pine <i>Lycopodium clavatum</i>	--/--/4.1	Often edges, openings, and roadsides. Lower montane coniferous forest (mesic), marshes and swamps, North Coast coniferous forest (mesic). From 148–4,019 feet (45–1,225 meters) above MSL.	Jun-Aug (Sep)	Absent	No suitable coniferous forest, marsh, or swamp habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Santa Cruz clover <i>Trifolium buckwestiorum</i>	--/--/1B.1	Broadleafed upland forest, cismontane woodland, coastal prairie. Gravelly, margins, and grassy disturbed areas; found below 2,329 feet (710 meters).	May (April)-June	Present	Marginal suitable habitat occurs within the BSA's grassland habitats. No documented occurrences found within 10.0 miles of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
seacoast ragwort <i>Packera bolanderi</i> var. <i>bolanderi</i>	--/--/2B.2	Coastal scrub, North Coast coniferous forest. Sometimes roadsides. From 98–213 feet (30–650 meters) above MSL.	(Jan-Apr) May-Jul (Aug)	Present	Suitable habitat occurs within the BSA's coastal bluff scrub habitats and roadway cuts. Closest occurrence is approximately 4.7 miles north of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
sea-watch <i>Angelica lucida</i>	--/--/4.2	Coastal bluff scrub, coastal dunes, coastal scrub, marshes and swamps (coastal salt). From 1–492 feet (1–150 meters) above MSL.	May-Sep	Present	Suitable habitat occurs within the BSA's coastal bluff scrub and coastal scrub habitats. Closest occurrence is approximately 5.0 miles north of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
short-leaved evax <i>Hesperexax sparsiflora</i> var. <i>brevifolia</i>	--/--/1B.2	Coastal bluff scrub (sandy), coastal dunes, coastal prairie. From 0–705 feet (0–215 meters) above MSL.	Mar-Jun	Present	Suitable habitat occurs within the BSA's coastal bluff scrub and grassland habitats. Closest occurrence is approximately 0.1 miles north of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Siskiyou checkerbloom <i>Sidalcea malviflora</i> ssp. <i>patula</i>	--/--/1B.2	Often roadcuts. Coastal bluff scrub, coastal prairie, North Coast coniferous forest at elevations below 2,297 feet (700 meters).	(Apr) May-Aug	Present	Suitable habitat occurs within the BSA's coastal bluff scrub and grassland habitats, and roadway cuts. Closest occurrence is approximately 1.2 miles south of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
small groundcone <i>Kopsiopsis hookeri</i>	--/--/2B.3	North Coast coniferous forest. From 295–2,03 feet (90–885 meters) above MSL.	Apr-Aug	Absent	No suitable coniferous forest habitat is present for this species within the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
supple daisy <i>Erigeron supplex</i>	--/--/1B.2	Coastal bluff scrub, coastal prairie. From 33–164 feet (10–50 meters) above MSL.	May-Jul	Present	Suitable habitat occurs within the BSA's coastal bluff scrub and grassland habitats. Closest occurrence is approximately 2.6 miles northwest of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
swamp harebell <i>Campanula californica</i> (also called <i>Eastwoodiella californica</i>)	--/--/1B.2	Mesic, bogs and fens, closed-cone coniferous forest, coastal prairie, meadows and seeps, marshes and swamps (freshwater), North Coast coniferous forest. From 3–1,328 feet (1–405 meters) above MSL.	Jun-Oct	Present	Suitable habitat occurs within the BSA's delineated aquatic resources. This species was documented within the southwest portion of the BSA during 2013, 2014, 2020, and 2021 surveys.
Thurber's reed grass <i>Calamagrostis crassiglumis</i>	--/--/2B.1	Coastal scrub, marshes and swamps. Usually in marshy swales surrounded by grassland or coastal scrub. From 16–164 feet (5–50 meters) above MSL.	May-Aug	Present	Suitable habitat occurs within the BSA's coastal bluff scrub habitat and delineated resources. Closest occurrence is approximately 5.2 miles northwest of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
Showy Indian clover (aka two-forked clover) <i>Trifolium amoenum</i>	FE/--/1B.1	Coastal bluff scrub, valley and foothill grassland (sometimes serpentinite). Usually in moist, heavy soils, in disturbed areas. Recorded on hillsides up to 984 feet (300 meters) in elevation above MSL.	April-June	Absent	Outside known range of the species. Marginal suitable coast silk tassel habitat is present for this species within the BSA. Species was not observed.
white beaked-rush <i>Rhynchospora alba</i>	--/--/2B.2	Bogs and fens, meadows and seeps, marshes and swamps (freshwater). From 197–6,693 feet (60–2,040 meters) above MSL.	Jun-Aug	Present	Suitable habitat occurs within the BSA's delineated resources. Closest occurrence is approximately 1.7 miles east of the BSA. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.
white-flowered rein orchid <i>Piperia candida</i>	--/--/1B.2	Broadleafed upland forest, lower montane coniferous forest, North Coast coniferous forest/sometimes serpentinite. From 98–4,298 feet (30 to 1,310 meters) above MSL.	(Mar) May-Sep	Absent	No suitable coniferous forest habitat. Species was not observed during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.

Common and Scientific (Botanical) Name	Legal Status (Federal/ State/ CRPR)	Habitat Requirements	Blooming Period	Habitat Present/ Absent	Potential for Occurrence and Rationale
Woolly-headed gilia <i>Gilia capitata</i> ssp. <i>tomentosa</i>	--/--/1B.1	Sea bluffs and outcrops (often serpentine) on the North Coast at elevations < 98 feet (< 30 meters) above MSL.	May-July	Present	Although an extant occurrence is known to occur immediately adjacent to the project on the northwest cliffside below the Salmon Creek Highway 1 Bridge, the species was not observed on outcrops or bluffs during appropriately timed surveys in 2013, 2014, 2020, 2021, and 2023.

Federal: -- = No status definition. FE = Endangered. PT = Proposed for federal listing as threatened under the Federal Endangered Species Act. FT = Listed as threatened under the Federal Endangered Species Act. FC = Candidate for Federal listing (taxa for which the U.S. Fish and Wildlife Service has sufficient biological information to support a proposal to list as Endangered or Threatened). DL = Delisted.

State: -- = No status definition. SE = Listed as endangered under the California Endangered Species Act. ST = Listed as threatened under the California Endangered Species Act. SC = Proposed for state listing as threatened under the California Endangered Species Act. FP = Fully protected, species may not be taken or possessed without a permit from the FG Commission and/or the CDFW, SSC = Species of Special Concern

California Rare Plant Rank (CRPR): -- = No status definition. Rank 1A = Plants presumed extinct in California. Rank 1B = Plants are rare and endangered in California. Rank 2 = Plants endangered in California, but more common elsewhere.

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Appendix M Special Status Wildlife and Critical Habitat with the Potential to Occur in the Project Vicinity

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Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
INVERTEBRATES				
Behren's silverspot butterfly <i>Speyeria zerene behrensii</i>	FE/--	Current known range is limited to a few sites from Point Arena-Manchester State Park area south, Mendocino County to the Salt Point area, Sonoma County. Habitats with larval food sources (early blue violet [<i>Viola adunca</i>]) are required; coastal terrace prairie.	Present	This species may be extirpated from most historical sites except Point Arena. Despite the presence of nectar resources and the larval host plant in the BSA, neither the adult butterfly nor its larva were detected during surveys conducted in 2014 and 2015 or in surveys conducted by Caltrans in 2019 and 2021.
Lotis blue butterfly (<i>Plebejus [Lycaeides] anna lotis</i>)	FE/--	Historically found from Marin to Mendocino counties. The last known population was from a sphagnum bog near Mendocino in Mendocino County. Habitat is believed to include Mendocino Pygmy forest, coastal peat bogs and pygmy conifer forest inland from coastal sand dunes, wet meadows, and sphagnum willow bogs. The larval host plant is believed to be harlequin lotus (coast trefoil) (<i>Lotus formosissimus</i> = <i>Hosackia gracilis</i>), which is present in several coastal habitat types.	Present	A single occurrence, last seen in 1983, was recorded in a Sphagnum bog near Doyle Creek approximately 8.0 miles north of the project area. Despite the presence of the larval host plant in the BSA, neither the adult butterfly nor its larva was detected during surveys conducted in 2014 and 2015 or by Caltrans in 2020.
Mendocino leptonetid spider <i>Calileptoneta wapiti</i>	--/--	North Coast coniferous forest. Known only from the type locality, Elk, and nearby sites in Mendocino County.	Absent	No suitable coniferous forest habitat within the BSA.
Monarch butterfly – California overwintering population <i>Danaus plexippus</i>	FCE/--	Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	Absent	Gualala is currently the northernmost overwintering range for this species; closest reported occurrence is located near Gualala, Mendocino County, approximately 35.0 miles south of the BSA. This occurrence is considered the northernmost cluster.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Obscure bumble bee <i>Bombus caliginosus</i>	--/-- *a CA Terrestrial Invertebrate of Conservation Priority	Inhabits open grassy coastal prairies and Coast Range meadows. Nesting occurs underground as well as above ground in abandoned bird nests.	Present	Suitable nesting habitat is present within the BSA's grassland habitats. Obscure bumble bee was observed within the southwestern portion of the BSA in 2022.
Pomo bronze shoulderband <i>Helminthoglypta arrosa pomoensis</i>	--/-- *a CA Terrestrial Invertebrate of Conservation Priority.	North Coast coniferous forest/redwood. Found near the coast in heavily timbered redwood canyons of Mendocino County.	Absent	No suitable coniferous forest habitat is present within the BSA.
Western bumble bee <i>Bombus occidentalis</i>	--/SCE	Typically nests underground in abandoned rodent burrows or other cavities, mostly in open west-southwest slopes bordered by trees. Also nests in urban parks and gardens, chaparral and shrub areas, mountain meadows.	Absent	There are nine total CNDDDB reported occurrences of this species in coastal Mendocino County; however, these are all historic. The current range of the Western bumble bee is limited to inland areas and does not include any coastal habitats in CA; therefore, the species has no potential to occur within the project BSA.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
AMPHIBIANS				
California red-legged frog <i>Rana draytonii</i>	FT/SSC	Associated with lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. This species requires 11-20 weeks of permanent water for larval development and must have access to estivation habitat. Not known to occur north of the Navarro River.	Absent	The BSA is north and outside of the known geographic range of the species.
Foothill yellow-legged frog– Northwest/North Coast Clade <i>Rana boylei</i> (pop. 1)	--/SSC	Associated with partly shaded, shallow streams and riffles with rocky substrate in a variety of habitats, but mostly higher than 656 feet (200 meters) elevation in areas not occupied by bullfrogs.	Present	The Albion River may provide suitable aquatic dispersal habitat upstream of the BSA; however, the habitat is marginal within the BSA due to a lack of typical rocky stream substrate and the high salinity due to tidal influence. The closest CNDDDB occurrence is approximately 1.5 miles southeast along the Navarro River.
Northern red-legged frog <i>Rana aurora</i>	--/SSC	Permanent and semipermanent freshwater aquatic habitats, such as quiet pools of streams, marshes, and ponds with extensive shrubby vegetation; associated with beaver dams. Salinity affects metamorphosis and limits adult size, and the species tends to lay eggs further away from intertidal area.	Present	The Albion River and intermittent streams within the BSA may provide suitable aquatic dispersal habitat; breeding habitat is marginal within the Albion River due to the tidal influence, but landscape ponds within the BSA may provide adequate habitat. The closest CNDDDB occurrence is approximately 0.5 miles north along Dark Gulch.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Pacific tailed frog <i>Ascaphus truei</i>	--/SSC	Occurs in northwestern California from coastal Mendocino County north to the Oregon border with the disjunct population system in the Shasta region; known elevation range of near sea level to 6,500 feet. Cool, perennial, swiftly flowing streams in conifer-dominated habitat including redwood, Douglas-fir, Klamath mixed conifer, and ponderosa pine habitats; also occur in montane hardwood conifer habitats	Absent	Preferred stream habitat surrounded by conifer forest is not present within the BSA. The closest reported CNDDDB occurrence is located approximately 0.5 miles north of the BSA at Dark Gulch.
Red-bellied newt <i>Taricha rivularis</i>	--/SSC	In terrestrial habitat, can be found in moist habitats under woody debris, rocks, and in animal burrows. Associated with rapid streams and river with rocky substrate during breeding and avoids ponds, lakes, or other standing bodies of water. Streams in proximity to redwood forests are required.	Absent	The BSA lacks suitable redwood forest habitat. Aquatic breeding habitat and preferred microhabitat for the species is not present.
Southern torrent salamander <i>Rhyacotriton variegatus</i>	--/SSC	Found throughout northern California from near sea level to 3,937 feet (1,200 meters). Cold permanent seeps, springs, and high-gradient reaches of small, cold forested streams with gravel-dominated riffles with low sedimentation. Typically occurs in older forests sites with large trees and high canopy closure that provide suitable microclimate.	Absent	Suitable stream and river habitat associated with redwood forest is not present within the BSA.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/ Absent (CH or EFH if present)	Potential for Occurrence and Rationale
REPTILES				
Green sea turtle–East Pacific DPS <i>Chelonia mydas</i>	FT/--	Open ocean habitat. In eastern North Pacific, occurs from southern Alaska to Baja California; most commonly occurs from San Diego south. Adults and juveniles found all over the world, nearshores as well as in bays and lagoons, on reefs, and especially in areas with seagrass beds. Forages in coastal areas. Open beaches with a sloping platform and minimal disturbance required for nesting but does not nest in Pacific Northwest coast.	Absent	The Aquatic Species BSA (buffer) does not provide nesting or foraging habitat for this species, and they are not thought to inhabit the coastal waters adjacent to Albion Cove. No critical habitat is present within the Aquatic Species BSA.
Leatherback sea turtle <i>Dermochelys coriacea</i>	FE/SE	Known populations from Atlantic and Pacific oceans. Adults are pelagic and migratory. Females nest on beaches in tropical latitudes. Known foraging habitat includes oceanic and nearshore waters in temperate and boreal latitudes. Occurs off the coast of California, Oregon, and Washington.	Present	The Aquatic Species BSA (buffer) does not provide nesting habitat for this species; however, the species is known to forage offshore and could follow prey into nearshore coastal waters, including potentially within Albion Cove. No critical habitat is located in the Aquatic Species BSA, the nearest critical habitat is approximately 18 miles south of the project BSA in coastal waters below the low tide line elevation.
Olive Ridley sea turtle <i>Lepidochelys olivacea</i>	FT/--	Occurs worldwide in tropical and warm temperate ocean waters. Open ocean inhabitant of tropical regions of the Pacific, Atlantic, and Indian oceans. Majority of nesting occurs along continental margins and rarely on oceanic islands. Does not nest in the United States.	Absent	The Aquatic Species BSA (buffer) does not provide nesting or foraging habitat for this species, and they are not thought to inhabit the coastal waters adjacent to Albion Cove. No critical habitat has been designated for this species.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Northwestern pond turtle <i>Actinemys marmorata</i>	FPT/SSC	Ponds, marshes, rivers, streams, and irrigation ditches, and is also found in lakes, marshes, rivers, streams, and irrigation ditches with a muddy or rocky bottom, in grassland, woodland, and open forest areas. Prefers exposed areas for basking, with aquatic vegetation, including rocks, logs, emergent vegetation, mud or sand banks, or human-generated debris. Requires friable soil up to 4 inches deep for egg-laying. They move to upland areas adjacent to watercourses to deposit eggs and overwinter. Western pond turtles are sometimes found near sea level, and can enter sea water, but are not typically found within highly saline estuarine habitats, particularly in northern coastal climates where the marine fog layer keeps summertime temperatures cool.	Absent	The Albion River may provide suitable aquatic habitat upstream of the project BSA; however, habitat is absent within the BSA due to the tidal influence and marine-dominated environment, lack of basking areas, and high degree of human use. In addition, there are no known occurrences within 17 miles of the BSA. Critical habitat has not yet been designated for this species.
BIRDS				
Ashy storm-petrel <i>Hydrobates homochroa</i>	--/SSC	Occurs year round in offshore waters of continental slope from Cape Mendocino, Humboldt County, to northern Baja California, Mexico. Breeds on the Farallon Island to Los Coronados. Forages over open ocean. Usually nests in crevices of talus slopes, rock walls, sea caves, cliffs, and driftwood; nests in burrows in close proximity to other seabirds.	Absent	The Aquatic Species BSA does not provide nesting or foraging habitat for this species.
Bald eagle <i>Haliaeetus leucocephalus</i>	DL/SE, FP	Nests in treetops in forested areas adjacent to large bodies of water. Prefer mature coniferous or deciduous trees that protrude above the canopy, with good visibility.	Present	While suitable foraging habitat is present, the Raptor BSA does not provide suitable nesting habitat. This species was observed sporadically during 2020 surveys.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Golden eagle <i>Aquila chrysaetos</i>	--/FP	Found in a variety of habitats including rolling foothills, mountain areas, sage-juniper flats, desert. Nests on platforms on steep cliffs or large trees with open access. Uncommon in northern California coastal habitats; observations most common near King Range National Conservation Area in Humboldt County.	Absent	No CNDDB records of golden eagle in Mendocino County; species may migrate through in winter but does not nest in coastal Mendocino County.
Hawaiian petrel <i>Pterodroma sandwichensis</i>	FE/--	Endemic to the Hawaiian Islands, nest in burrows, crevices, or cracks in lava tubes; nest chambers can be from 3-30 feet (1-9 meters) deep in a variety of remote inland habitat types. This species spends most of their time foraging for fish and squid over the open ocean, including the North Pacific and Aleutian islands.	Absent	The Aquatic Species BSA is outside of the species normal range and does not provide nesting or foraging habitat for this species. No critical habitat has been designated for this species.
Little willow flycatcher <i>Empidonax traillii brewsteri</i>	--/SE (Nesting)	It is a common spring (mid-May to early June) and fall (mid-August to early September) migrant at lower elevations, primarily in riparian habitats, throughout the state; few breeding records for Humboldt County and probable breeder along Smith River in Del Norte County.	Absent	Suitable nesting habitat is not present within the BSA, and this species is not known to breed in coastal Mendocino County.
Marbled murrelet <i>Brachyramphus marmoratus</i>	FT/SE	Nesting sites from the Oregon border to Eureka and between Santa Cruz and Half Moon Bay; winters in nearshore and offshore waters along the entire California coastline. Occupy nearshore areas, estuaries, and sounds; use mature, coastal coniferous forests for nesting; nearby coastal water for foraging; nests in conifer stands greater than 150 years old and may be found up to 35 miles inland; winters on subtidal and pelagic waters often well offshore.	Present	No suitable nesting habitat within the BSA. May forage in nearshore waters within the Aquatic Species BSA and fly over and east of the BSA to suitable nesting grounds. The Raptor BSA does not overlap with designated critical habitat.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Northern spotted owl <i>Strix occidentalis caurina</i>	FT/ST	A permanent resident throughout the North Coast. Nests and forages in dense old-growth or mature forests dominated by conifers with topped trees or oaks available for nesting crevices.	Absent	No suitable nesting or foraging habitat is located within the Raptor BSA. Suitable habitat is present approximately 0.26 miles from the bridge and piling driving activities. The closest activity center is approximately 1 mile east of the BSA along the Albion River. The Raptor BSA does not overlap with designated critical habitat.
Olive-sided flycatcher <i>Contopus cooperi</i>	--/SSC (Nesting)	Breeds in late-successional conifer forests with open canopies. Forages from exposed perches high in the canopy, in unobstructed airspace within openings and over forest canopies. Found the entire length of the state, from sea level to 9,500 feet.	Absent	The BSA does not provide suitable nesting habitat for this species. Olive-sided flycatcher have been documented during the breeding season south of the project BSA in the grand fir forest inland from the Salmon Creek Bridge.
Osprey <i>Pandion haliaetus</i>	--/WL (Nesting)	Rivers, lakes, reservoirs, lagoons, marshes, and swamps, with an adequate supply of fish. Nests in open surroundings, usually on snags, treetops or crotches between large branches and trunks.	Present	Suitable nesting and foraging habitat is present within the Raptor BSA. This species was observed regularly during surveys in 2019 and 2020 and is known to nest within the coniferous forest habitat east of the BSA, approximately 0.5 miles upstream of the project area along the south bank of the Albion River.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Peregrine falcon <i>Falco peregrinus</i>	Delisted/ Delisted, Formerly FP	Breeds in open landscapes with cliffs for nest sites. Nests at elevations up to 12,000 feet, also along rivers and coastlines. In winter, favors an open habitat, often along mudflats, coastlines, lake edges, and mountain chains.	Present	Albion River Bridge provides marginally suitable nesting substrate, and they may forage over the BSA. Coastal cliffs in the vicinity of Albion River and Salmon Creek provide suitable nesting habitat. Species has been observed intermittently around the nearby Albion River Bridge during the 2020 breeding season.
Purple martin <i>Progne subis</i>	--/SSC	Nests in abandoned woodpecker holes in oaks, cottonwoods, and other deciduous trees in a variety of wooded and riparian habitats. Also nests in vertical drainage holes under elevated freeways and highway bridges or lapsed lava tubes; distributed in (Redwood) forest and woodland areas at low to intermediate elevations.	Present	The existing bridge does not contain vertical drainage holes or cavities suitable for nesting and there are no known nest sites within the project BSA; however, nesting is located further upstream along the Albion River and suitable foraging habitat is present within the BSA. The closest reported occurrence is located approximately 5.3 miles northeast of the BSA.
Short-tailed albatross <i>Phoebastria albatrus</i>	FE/SSC	Breeds on several islands in the western Pacific and in the East China Sea. Pelagic; forages in areas of upwelling along shelf waters of the Pacific Rim, particularly along the coasts of Japan, eastern Russia, the Aleutians and Alaska.	Absent	The Aquatic Species BSA does not provide nesting or foraging habitat for this species. No critical habitat has been designated for this species.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/ Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Tufted puffin <i>Fratercula cirrhata</i>	--/SSC	Occurs sparsely along the California coast from Prince Island in Del Norte County to the northern end of Big Sur. The majority of the colonies in California breed mainly on Castle Rock and a few other islands off Del Norte and Humboldt counties and on the Farallon Islands. No longer nests in southern California, and the northern California population has declined substantially since 1900. Nests on islands and, less commonly, on coastal cliffs. Requires islands free from human disturbance, with soil suitable for digging burrows, or with natural rock cavities. Perches on rocky outcroppings on islands, not necessarily near the nest. Requires large schools of pelagic fish, such as smelt or herring for food.	Absent	The Aquatic Species BSA does not provide nesting or foraging habitat for this species.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Western snowy plover– Pacific Coast DPS <i>Charadrius nivosus</i>	FT/SSC	The Pacific coast population forages on wet or dry beach-sand, among tide-cast kelp, within low foredune vegetation, dry salt ponds, and river gravel bars. Nests in shallow sand depression above the high tide line on coastal beaches, sand spits, dune-backed beaches, sparsely vegetated dunes, beaches at creek and river mouths, and salt pans at lagoons and estuaries.	Absent	While there is intertidal beach west of the campground and vegetated dune mat habitat at the Albion River mouth, this habitat is limited in extent by the high tide line and, at high tides, the beach may be inundated by water and wet sand. Plovers are known to prefer to nest on wide, sparsely vegetated dunes, and open sandy areas; the project area is not suitable nesting habitat. The closest CNDDDB occurrence is at MacKerricher Beach. Snowy plover surveys were conducted by Caltrans and USFWS in 2017 and plovers were not observed and have not been observed during any field visits to the site. Critical habitat does not overlap with the project BSA.
White-tailed kite <i>Elanus leucurus</i>	--/FP	Prefer to breed and forage in lowland foothills or valley areas with valley or live oaks, riparian areas, and marshes near open grasslands or cropland for foraging.	Present	Suitable nest trees are present north of the Albion River within the BSA and marginally suitable foraging habitat is present in grassland and coastal scrub habitats. The species is generally not reported in CNDDDB but there is one record approximately 3.15 miles southeast of the project BSA.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Yellow-billed cuckoo– Western U.S. DPS <i>Coccyzus americanus occidentalis</i>	FT/SE	Nests along the upper Sacramento, lower Feather, south fork of the Kern, Amargosa, Santa Ana, and Colorado rivers. Requires wide, dense riparian forests/woodlands with a thick understory of willows for nesting; sites with a dominant cottonwood overstory are preferred for foraging; may avoid valley-oak riparian habitats where scrub jays are abundant; utilizes orchards adjacent to streams.	Absent	The bank of the Albion River within the project BSA is dominated by coastal scrub and does not include riparian tree species or a multi-layered riparian corridor that could be considered suitable nesting or foraging habitat for this species. Final critical habitat is located > 90 miles east along the Sacramento River and is not present within project BSA.
Yellow-breasted chat <i>Icteria virens</i>	--/SSC (nesting)	Historically, bred throughout California lowlands and foothills; more common breeder in foothill riparian areas but more recently has been observed breeding along the Sacramento River and in the Delta; nests and forages in dense riparian thickets of willows, vines, and brush and prefers an open overstory.	Absent	Marginal suitable foraging habitat is present within the southwest portion of the BSA; however, nesting is highly unlikely as this species typically prefers larger expanses of suitable riparian habitat. There are no documented nesting occurrences within 10 miles of the BSA.
Yellow warbler <i>Setophaga petechia</i>	--/SSC (nesting)	Nests in riparian areas dominated by willows, cottonwoods, sycamores, or alders, or in mature chaparral; may also use oaks, conifers, and urban areas near stream courses.	Absent	Marginal suitable foraging habitat is present within the southwest portion of the BSA; however, nesting is highly unlikely as this species typically prefers larger expanses of suitable riparian habitat and is thought to nest more inland within warmer climates. There are no documented nesting occurrences within 10 miles of the BSA.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
MAMMALS				
Blue whale <i>Balaenoptera musculus</i>	FE/--	Coastal and pelagic environments.	Absent	The species could occur in coastal waters in the Pacific Ocean, but do not use shallow nearshore environments; therefore, no habitat is present in the Aquatic Species BSA. Additionally, no critical habitat is present within the Aquatic Species BSA.
Fin whale <i>Balaenoptera physalus</i>	FE/--	Deep, offshore waters of all major oceans, primarily in temperate to polar latitudes, and less commonly in the tropics.	Absent	The species could occur in coastal waters in the Pacific Ocean, but would not be expected to use shallow nearshore environments; therefore, No habitat is present in the Aquatic Species BSA. Additionally, no critical habitat present within the Aquatic Species BSA.
Guadalupe fur seal <i>Arctocephalus townsendi</i>	FT/ST, FP	Live off southern California and the Pacific Coast of Mexico. Breed almost entirely on Guadalupe Island, Mexico. Prefer rocky insular shorelines and sheltered coves.	Absent	No habitat is present within the project Aquatic Species BSA. No critical habitat is present within the Aquatic Species BSA.
Humpback whale <i>Megaptera novaeangliae</i>	FE/--	Open waters; this species' feedings grounds are generally in cold, productive waters, sometimes observed close to shore.	Present	No potential foraging habitat is present within project ESL, but the species does occur within nearshore coastal waters of the Pacific Ocean and could potentially enter the Albion Cove within the Aquatic Species BSA. No critical habitat is present within the Aquatic Species BSA.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Killer whale– Southern Resident DPS <i>Orcinus orca</i>	FE/--	Cold, coastal waters from southeastern Alaska to Monterey Bay. Critical Habitat (CH) is designated within Albion Cove; CH includes all marine waters between the 20-foot and 656-foot isobaths.	Present CH Present	No habitat is present within the project ESL; however, CH is present within the Aquatic Species BSA (below the 6.1-meter depth contour of Albion Cove). The species could occur within the coastal waters of the Aquatic Species BSA in the Pacific Ocean during winter; however, in summer this species would be absent.
North Pacific right whale <i>Eubalaena japonica</i>	FE/--	Open waters. Most known nursery areas are in shallow, coastal waters.	Absent	No habitat is present within project Aquatic Species BSA; species unlikely to occur within shallow coastal waters off the Pacific Coast. No critical habitat is present within the Aquatic Species BSA.
Pacific fisher–West Coast DPS <i>Pekania pennanti</i>	--/SSC	Typically found in late-seral coniferous forests and deciduous-riparian habitats with dense canopy cover. Uses cavities, snags, logs, rock areas or shelters provided by slash or brush piles.	Absent	The BSA does not contain the late-seral coniferous forest habitats preferred by this species for denning.
Pacific (Humboldt) marten–Coastal DPS <i>Martes caurina</i>	FT/SE, SSC	Occurs only in the coastal redwood zone from the Oregon border south to Sonoma County. Associated with late-successional coniferous forests, prefer forests with low, overhead cover.	Absent	The BSA does not contain the coniferous forest habitats preferred by this species.
Pallid bat <i>Antrozous pallidus</i>	--/SSC	Uses grasslands, shrublands, woodlands, and forests. Day roosts are in rocky outcrops, caves, crevices, mines, and occasionally tree hollows and human-made structures. Rock crevices are used for hibernation sites.	Present	The BSA overlaps with species range; rock and tree hollow features north of the Albion River could provide suitable day and night roost habitat. No occurrences were found within 10 miles of the BSA.

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Point Arena mountain beaver <i>Aplodontia rufa nigra</i>	FE/SSC	This species is semi-fossorial, spending much of their time in underground burrow systems, but surfacing above ground to forage on vegetation. Burrows are typically found on moist and steep north-facing slopes or gullies with well-drained, friable soil.	Absent	The BSA is outside and north of the geographic range of the species.
Ringtail <i>Bassariscus astutus</i>	--/FP	Riparian forests, chaparral, scrub, oak woodlands, and rocky hillsides with crevices and tree hollows. Avoids open space and moves from tree to tree or along structures.	Absent	Suitable denning habitat is not found within the project BSA, although areas outside of the BSA may contain suitable foraging habitat.
Sei whale <i>Balaenoptera borealis</i>	FE/--	Subtropical to subpolar waters on the continental shelf edge and slope worldwide. They are usually observed in deeper waters of oceanic areas far from the coastline.	Absent	No habitat is present within the project Aquatic Species BSA; species unlikely to occur within the nearshore coastal waters off the Pacific Coast. No critical habitat is present in the Aquatic Species BSA.
Sonoma tree vole <i>Arborimus pomo</i>	--/SSC	Occurs in old-growth and other forests, mainly Douglas-fir, redwood, and montane hardwood-conifer habitats. Predominantly eats Douglas-fir needles.	Absent	The BSA does not contain the coniferous forest habitats preferred by this species.
Sperm whale <i>Physeter macrocephalus</i>	FE/--	Tends to inhabit deep waters. Sometimes found around islands or in shallow shelf waters.	Absent	No habitat is present within project Aquatic Species BSA; species unlikely to occur within the coastal waters off the Pacific Coast. No critical habitat is present in the Aquatic Species BSA.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Townsend's big-eared bat <i>Corynorhinus townsendii</i>	--/SSC	Rocky areas with caves in mesic habitats. Uses caves, mines, tunnels, buildings, and other structures for roosting. Gleans insects from foliage. Very sensitive to human disturbance.	Present	The Albion River Bridge could provide suitable day or night roost habitat. The bridge does not provide suitable habitat for a maternity colony or a hibernation site. A historic occurrence (1970s) is reported within the BSA; however, the species was not detected in 1987. The bat was observed in 2008 approximately 1.7 miles south of the BSA in artificial structures.
Western red bat <i>Lasiurus blossevillii</i>	--/SSC	Roosting habitat includes forests and woodlands. Roost in trees, generally at edge habitats adjacent to streams, fields, urban areas.	Present	The BSA overlaps with species range, and tree hollow features and riparian foliage north of the Albion River and at edge of upstream BSA could provide marginally suitable day and night roost habitat. No occurrences were found within 10 miles of the BSA.
FISH				
Chinook salmon– California Coastal Evolutionarily Significant Unit (ESU) <i>Oncorhynchus tshawytscha</i> (pop. 17)	FT/--	Occur in large rivers or coastal streams. Need cool, clear water with instream cover. Spawn in tributaries to large rivers or streams directly connected to the ocean.	Present CH Present EFH Present	Suitable migratory and foraging habitat, CH, and EFH occur within the Aquatic Species BSA. This species is known to occur within the Albion River.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Coho salmon–Central California Coast ESU <i>Oncorhynchus kisutch</i> (pop. 4)	FE/SE	Occur in coastal streams with water temperatures < 59°F (15°C). Need cool, clear water with instream cover. Spawn in tributaries to large rivers or streams directly connected to the ocean. Spawning primarily occurs from November to January but can extend into March under drought conditions.	Present CH Present EFH Present	Suitable migratory and foraging habitat occur within the Aquatic Species BSA. This species is known to occur within the Albion River and the river is considered CH and EFH for the species.
Green sturgeon–Southern DPS <i>Acipenser medirostris</i>	FT/--	Spawn in large river systems with well-oxygenated water, with temperatures from approximately 46 to 57°F (8 to 14°C).	Present CH Present	The southern DPS of green sturgeon occurs throughout their natal river systems (i.e., Sacramento River, lower Feather and Yuba rivers), but are believed to be restricted to the estuaries in non-natal river systems. When not in rivers for spawning, adults and subadults migrate seasonally along the coast and congregate in nearshore marine waters. While suitable breeding habitat is absent, suitable nearshore foraging habitat, including CH, which is located below mean lower-low water (MLLW), is present within the Aquatic Species BSA.
Northern coastal roach <i>Hesperoleucus venustus navarroensis</i>	--/SSC	Northern coastal roach are generally restricted to the Navarro River and Russian River basins. There are no records of Roach being found in watersheds between these basins.	Absent	No historic or recent records of northern coastal roach in the Albion River.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Longfin smelt (<i>Spirinchus thaleichthys</i>)	--/ST	An anadromous fish, this species uses a variety of habitats from nearshore waters to estuaries and lower portions of freshwater streams. Though little is known regarding spawning habitats, they are thought to be similar to other species in the family: spawn over coarse gravel or sandy substrates. North Coast population segment is not federally proposed or a candidate ESA species.	Absent	No historic or recent records of Longfin smelt in the Albion River dating back to 1889.
Navarro roach <i>Lavinia symmetricus navarroensis</i>	--/SSC	Aquatic fish described as a freshwater obligate species which can tolerate only very low levels of salinity. Found in warm intermittent streams as well as cold, well-aerated streams. Small range in the Russian and Navarro rivers and their tributaries.	Absent	The Albion River is a tidally influenced system with salinities in the Aquatic Species BSA higher than those that support the species. The species has been reported on Navarro River approximately 4 miles southeast of the BSA, but would not be present in the Albion River at the river mouth.
Pacific lamprey <i>Entosphenus tridentatus</i>	--/SSC	Found in coastal streams and large rivers from Japan to California, except in parts of southern California. Spawn in low gradient stream reaches in gravel, pool tailouts, and riffles.	Present	Suitable habitat occurs within the Albion River; spawning and rearing could occur upstream of the project area and the Aquatic Species BSA is a migratory corridor. The closest known occurrence is located within Salmon Creek, approximately 0.3 miles south of the BSA.
Steelhead– Northern California DPS-winter-run <i>Oncorhynchus mykiss irideus</i> (pop. 46)	FT/--	Occur in coastal streams with water temperatures < 59°F (15°C). Need cool, clear water with instream cover. Spawn in tributaries to large rivers or streams directly connected to the ocean.	Present CH Present EFH Present	Suitable habitat occurs within the Aquatic Species BSA. Winter-run steelhead are known to occur within the Albion River and the river is designated as CH and EFH for the species.

Common and Scientific Name	Legal Status (Federal / State)	Habitat Requirements	Habitat Present/Absent (CH or EFH if present)	Potential for Occurrence and Rationale
Tidewater goby <i>Eucyclogobius newberryi</i>	FE/--	Endemic to California, found primarily in waters of coastal lagoons, estuaries, and marshes. Found through their historic range (Smith River in Del Norte County to Agua Hedionda Lagoon in San Diego County) but resides at few locations. Absent from areas with steep coastlines and where streams do not form sandbars to create lagoons or estuaries. Generally found benthic, in brackish water in the lower stream reaches with fairly still water and low salinity (less than 12 ppt). Prefers sandy substrate for breeding and areas with sparse vegetation.	Absent	A lack of a sandbar at the Albion River has created a tidally influenced system with salinities higher than those that support the species. The species has been reported on Navarro River approximately 4.5 miles southeast of the BSA.

Federal: -- = No status definition. FE = Endangered. PT = Proposed for federal listing as threatened under the Federal Endangered Species Act. ET = Listed as threatened under the Federal Endangered Species Act. FC = Candidate for Federal listing (taxa for which the U.S. Fish and Wildlife Service has sufficient biological information to support a proposal to list as Endangered or Threatened). DL = Delisted.

State: -- = No status definition. SE = Listed as endangered under the California Endangered Species Act. ST = Listed as threatened under the California Endangered Species Act. SC = Proposed for state listing as threatened under the California Endangered Species Act. FP = Fully protected, species may not be taken or possessed without a permit from the FG Commission and/or the CDFW, SSC = Species of Special Concern