

**Before the Zoning Administrator in and for the  
County of Monterey, State of California**

In the matter of the application of:

**Monterey County, RMA-Public Works & Facilities (PLN110289)**

**RESOLUTION NO. 17-011**

Resolution by the Monterey County Zoning  
Administrator:

- 1) Approve a Coastal Development Permit for the construction of a climbing lane on northbound State Route 1 from Carmel River Bridge through the Carmel Valley Road intersection to connect with the existing climbing lane on northbound State Route 1 north of Carmel Valley Road; upgrading of the wooden signal poles at the intersection of State Route 1 and Carmel Valley Road; and grading of approximately 16,670 cubic yards of cut and 5,750 cubic yards of fill; and a Coastal Development Permit for the removal of 31 trees greater than 6 inches in diameter (which includes one double-trunked Coast Live Oak, Arroyo Willows and Black Cottonwoods);
- 2) Consider a Mitigated Negative Declaration and Addendum that were previously adopted by Caltrans; and
- 3) Adopt the attached Mitigation Monitoring and Reporting Program.

[PLN110289, Caltrans Right of Way, State Route 1 from Carmel River Bridge through the Carmel Valley Road intersection]

**The State Route 1 Climbing Lane application (PLN110289) came on for public hearing before the Monterey County Zoning Administrator on February 23, 2017. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Zoning Administrator finds and decides as follows:**

**FINDINGS**

1. **FINDING:** **CONSISTENCY** – The Project, as conditioned, is consistent with the applicable plans and policies which designate this area as appropriate for development.  
**EVIDENCE:** a) During the course of review of this application, the project has been reviewed for consistency with the text, policies, and regulations in:
  - the 1982 Monterey County General Plan;
  - Carmel Area Land Use Plan;
  - Monterey County Coastal Implementation Plan Part 4;
  - Monterey County Zoning Ordinance (Title 20).

No conflicts were found to exist. No communications were received during the course of review of the project indicating any inconsistencies with the text, policies, and regulations in these documents.

- b) The project is located within the existing Caltrans right-of-way on State Route 1 between the Carmel River bridge and Carmel Valley Road. The Highway is designated for Public/Quasi-Public use which allows roads and other uses that serve the public at large. The project does not require acquisition of new State right-of-way. Therefore, the project is an allowed land use for this site.
- c) The project planner conducted a site inspection on June 8, 2011 to verify that the project on the subject parcel conforms to the plans listed above.
- d) There is no development on slopes exceeding 30 percent.
- e) The project is consistent with the Carmel Area Land Use Plan policies contained in Section 3.1.3. The project includes widening of Highway 1 north of Carmel River to improve existing traffic operations in the area in coordination with CalTrans. No new traffic generating development is anticipated as a result of this project.
- f) Policy 3.1.3.5 of the Carmel Land Use Plan requires that Highway 1 be maintained as a scenic two-lane road south of the Carmel River. The project is located north of the Carmel River.
- g) Tree Removal The project will remove 31 trees consisting of Coast Live Oaks, Black Cottonwoods, Arroyo Willows, and one dead Monterey Pine. The one landmark coast live oak will be replaced at a 25:1 ratio, and the other non landmark trees will be replaced at a 3:1 ratio. Mitigation measures have been incorporated to minimize tree removal where feasible although the project is limited to widening of the road within an existing road right-of-way.
- h) Biological The southern limit of the project is near the Carmel River Bridge which is located within a designated habitat for California red-legged frog. To minimize impacts on California red-legged frog, construction activities will be limited to the existing paved roadway and dirt road shoulder which are already disturbed and least likely to contain habitat. Avoidance and minimization measures such as pre-construction surveys by a qualified biologist and installation of exclusionary environmental sensitive area fencing will be implemented during construction, as described in the MND. A biologist will monitor work within the habitat area.
- i) Noise The project will generate temporary noise impacts during construction activities. Mitigation measures have been applied to the project to ensure that the construction activities do not exceed the maximum noise levels established in Section 10.60.040 of the Monterey County Code and in the 1982 General Plan.
- j) Visual Access The project is located on an area of Highway 1 that does not have views of the coast. The project is limited to widening on the east side of the Highway and does not have the potential to impede visual access. Landscaping following construction is proposed in order to maintain the existing visual character of the area.
- k) The project was referred to the Carmel Valley Land Use Advisory Committee (LUAC) and the Carmel Highlands/Unincorporated Land

Use Advisory Committee for review. Both LUAC's recommended to add a dedicated right-turn lane from State Route 1 onto Rio Road. The recommendation was analyzed and it was determined that the current proposed project configuration can sufficiently accommodate this right-turn movement and no further revision is required. The existing bicycle/pedestrian trail east of State Route 1 would be impacted if a dedicated right turn lane were added.

- 1) The application, project plans, and related support materials submitted by the project applicant to Monterey County RMA-Planning for the proposed development found in Project File PLN110289.

2. **FINDING:** **SITE SUITABILITY** – The site is physically suitable for the use proposed.

- EVIDENCE:**
- a) The project has been reviewed for site suitability by the following departments and agencies: RMA- Planning, Caltrans, Carmel Cypress Fire Protection District, Cal-Parks, RMA-Public Works, RMA-Environmental Services, Environmental Health Bureau, and Water Resources Agency. There has been no indication from these departments/agencies that the site is not suitable for the proposed development. Conditions recommended have been incorporated.
  - b) The following reports have been prepared by Wood Rodgers, Sacramento, CA and LSA Associates, Inc, San Luis Obispo, CA:
    - Initial Study/Mitigated Negative Declaration (April 2012)
    - MND Addendum (February 2017)
    - Air Quality Analysis (April 2008)
    - Archaeological Survey Report (February 2008)
    - Hazardous Waste Initial Site Assessment (February 2008)
    - Historical Resource Compliance Report (February 2008)
    - Natural Environmental Study (October 2010, Addendum July 2016)
    - Noise Impact Analysis (April 2008, Addendum February 2017)
    - Paleontological Resources Study (July 2008, Addendum July 2016)
    - Geotechnical Design and Material Report (February 2009)
    - Storm Water Data Report (August 2007, updated February 2017)
    - Traffic Operations Technical Memorandum (April 2004)
    - Traffic Analysis Addendum (August 2010)
    - Roundabout Feasibility Analysis Memo (February 2012)
    - Scenic Resource Evaluation (October 2010)
    - Water Quality Assessment Report (February 2008)
    - Summary of Floodplain Encroachment Report (November 2007)

The above-mentioned technical reports by outside consultants indicated that there are no physical or environmental constraints that would indicate that the site is not suitable for the use proposed. County staff has independently reviewed these reports and concurs with their conclusions.

- c) The project includes expansion of a road within an existing right-of-way.
- d) Staff conducted a site inspection on June 8, 2011 to verify that the site is suitable for this use.
- e) The application, project plans, and related support materials submitted

by the project applicant to the Monterey County RMA - Planning for the proposed development found in Project File PLN110289.

3. **FINDING:** **HEALTH AND SAFETY** - The establishment, maintenance, or operation of the project applied for will not under the circumstances of this particular case be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.
- EVIDENCE:**
- a) Construction of the project would result in some traffic delay that would temporarily impact residents living in the communities surrounding the area. The project would temporarily affect traffic on State Route 1, Rio Road, and Carmel Valley Road for approximately three months. To minimize traffic delays, traffic management plan will be prepared and implemented, which will include, but is not limited to detours, traffic control, signing, public awareness campaign, and pedestrian and bicycle access control.
  - b) The project will generate temporary noise impacts during construction activities. The project will comply with County noise ordinance, by implementing noise mitigation measures as described in the MND.
  - c) After construction the new climbing lane will improve safety and traffic operations in the area.
  - d) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning for the proposed development found in Project File PLN110289.
4. **FINDING:** **PUBLIC ACCESS** – The project is in conformance with the public access and recreation policies of the Coastal Act (specifically Chapter 3 of the Coastal Act of 1976, commencing with Section 30200 of the Public Resources Code) and Local Coastal Program, and does not interfere with any form of historic public use or trust rights.
- EVIDENCE:**
- a) The project is on State Route 1(Highway 1). Highway 1 is a public road and is a vital part of the Coastal Access Plan (Carmel Area Land Use Plan Policy 5.3.2.4). Highway 1 will remain open with temporary traffic control measures during construction. Following construction, the Highway will remain open to the public.
  - b) The climbing lane is intended to improve existing traffic operations on a limited stretch of highway. The limited area of expansion will not result in significant growth inducing potential by alleviating area wide traffic congestion. The expansion will maintain and protect Highway 1 as an important public access route.
  - c) Bicycle access and pedestrian crossings will be maintained along Highway 1 during construction. The road widening will also maintain bicycle access and pedestrian crossings long-term.
  - d) The application, plans and supporting materials submitted by the project applicant to Monterey County RMA-Planning for the proposed development are found in Project File PLN110289
5. **FINDING:** **TREE REMOVAL** – The subject project minimizes tree removal in



- accordance with the applicable goals and policies of the Carmel Area Land Use Plan and the associated Coastal Implementation Plan.
- EVIDENCE:**
- a) The project includes application for the removal of 31 trees. In accordance with the applicable policies of the Carmel Area Land Use Plan and the Monterey County Zoning Ordinance (Title 20), a Coastal Development Permit is required and the criteria to grant said permit have been met.
  - b) Carmel Area Coastal Implementation Plan Section 20.146.060.D.1 prohibits removal of landmark trees. Exceptions are provided for landmark trees located within the public right-of-way. The project is within the public right-of-way.
  - c) Carmel Area Coastal Implementation Plan Section 20.146.060.D.3 requires that projects be sited and designed to minimize removal of trees. Design considerations and mitigations have been added to minimize removal of trees to the extent feasible.
  - d) A Natural Environment Study (October 2010, Addendum July 2016) was prepared by LSA Associates, Inc, San Luis Obispo, CA
  - e) Measures for tree protection during construction have been incorporated as conditions of approval and include tree protection zones, trunk protection, hand excavation and bridging roots of trees near the construction area.
  - f) Replacement tree planting will be provided on a 3:1 basis exceeding the replacement standards contained in Section 20.146.060.D.6 of the Coastal Implementation Plan Part 4.
  - g) Staff conducted a site inspection on June 8, 2011 to verify that the tree removal is the minimum necessary for the project and to identify any potential adverse environmental impacts related to the proposed tree removal.
  - h) The application, plans and supporting materials submitted by the project applicant to Monterey County RMA-Planning for the proposed development are found in Project File PLN110289.

6. **FINDING:** **CEQA. RESPONSIBLE AGENCY** – The Zoning Administrator has considered the MND and Addendum previously adopted by CalTrans for the project. In accordance with the California Environmental Quality Act (CEQA) Section 15096, the County of Monterey, as a Responsible Agency, hereby certifies that it reviewed and considered the information contained in the Lead Agency's (Caltrans) Mitigated Negative Declaration (MND), Addendum to the MND, and the Mitigation Monitoring Program prior to acting upon or approving the project

- EVIDENCE:**
- a) An MND for State Route 1 From Rio Road to Carmel Valley Road Operational Improvement Project was prepared and adopted by the California Department of Transportation in April of 2012.
  - b) An Addendum to the State Route 1 From Rio Road to Carmel Valley Road Operational Improvement Project MND was prepared pursuant to Code of Regulations, Title 14, Section 15164 (CEQA Guidelines) and adopted by CalTrans on April 23, 2012.
  - c) The County has considered and is relying on the MND and Addendum adopted by CalTrans who is the “lead agency” on the road widening

project. The materials upon which the County's decision is based are located in the Resource Management Agency – Public Works office at 168 W. Alisal Street, 2<sup>nd</sup> Floor, Salinas, CA.

- d) The permitting authority of Monterey County as a “responsible agency” is limited to the Combined Development Permit for development within 100 feet of environmentally sensitive habitat (road widening) and tree removal in the coastal zone.
- e) No Supplemental or Subsequent environmental review is needed pursuant to Public Resources Code Section 21166, or California Code of Regulations, Title 14, Sections 15050(c), 15162, or 15163. There have not been any substantial changes to the project which require major revisions to the previous MND and Addendum due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects. The Lead Agency's decision has not been challenged as provided in Section 21167 of the Public Resource Code and the County had not become the Lead Agency under Section 15052.
- f) The County is responsible for monitoring and reporting actions within the Mitigation Monitoring and Reporting Plan (MMRP) for the project. Therefore, the MMRP is attached hereto, and incorporated herein by reference.
- g) Adverse environmental impacts identified in the MND and Addendum have been mitigated to a level of less than significant. As designed and mitigated the project will not result in significant impacts on the environment.
- h) The Zoning Administrator considered the MND and Addendum prepared by CalTrans, and adopts the Mitigation Monitoring and Reporting Plan attached. Said actions were taken at a duly noticed public hearing held on February 23, 2017 prior to acting upon this project.

7. **FINDING:** **APPEALABILITY** - The decision on this project may be appealed to the Board of Supervisors and the California Coastal Commission
- EVIDENCE:**
- a) Section 20.86.070 of the Monterey County Zoning Ordinance states that the proposed project is appealable to the Board of Supervisors.
  - b) Section 20.86.080 of the Monterey County Zoning Ordinance states that the proposed project is subject to appeal by/to the Coastal Commission because it involves a conditional use.

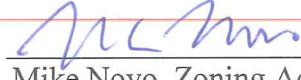
### **DECISION**

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

1. Consider a Mitigated Negative Declaration and Addendum that were previously adopted by Caltrans;
2. Approve a Combined Development Permit consisting of 1) a Coastal Development Permit for the construction of a climbing lane on northbound State Route 1 from Carmel River Bridge through the Carmel Valley Road intersection to connect with the existing climbing lane on northbound State Route 1 north of Carmel Valley Road; upgrading of the wooden signal poles at the intersection of State Route 1 and Carmel Valley Road; and

grading of approximately 16,670 cubic yards of cut and 5,750 cubic yards of fill; and 2) a Coastal Development Permit for the removal of 31 trees greater than 6 inches in diameter (which includes one double-trunked Coast Live Oak, Arroyo Willows and Black Cottonwoods); in general conformance with the attached plans and subject to the attached conditions; and

3. Adopt the attached Mitigation Monitoring and Reporting Program.

  
Mike Novo, Zoning Administrator

COPY OF THIS DECISION MAILED TO APPLICANT ON FEB 27 2017

THIS APPLICATION IS APPEALABLE TO THE BOARD OF SUPERVISORS.

IF ANYONE WISHES TO APPEAL THIS DECISION, AN APPEAL FORM MUST BE COMPLETED AND SUBMITTED TO THE CLERK TO THE BOARD ALONG WITH THE APPROPRIATE FILING FEE ON OR BEFORE **MAR 09 2017**

THIS PROJECT IS LOCATED IN THE COASTAL ZONE AND IS APPEALABLE TO THE COASTAL COMMISSION. UPON RECEIPT OF NOTIFICATION OF THE FINAL LOCAL ACTION NOTICE (FLAN) STATING THE DECISION BY THE FINAL DECISION MAKING BODY, THE COMMISSION ESTABLISHES A 10 WORKING DAY APPEAL PERIOD. AN APPEAL FORM MUST BE FILED WITH THE COASTAL COMMISSION. FOR FURTHER INFORMATION, CONTACT THE COASTAL COMMISSION AT (831) 427-4863 OR AT 725 FRONT STREET, SUITE 300, SANTA CRUZ, CA

This decision, if this is the final administrative decision, is subject to judicial review pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6. Any Petition for Writ of Mandate must be filed with the Court no later than the 90th day following the date on which this decision becomes final.

#### NOTES

1. You will need a building permit and must comply with the Monterey County Building Ordinance in every respect.

Additionally, the Zoning Ordinance provides that no building permit shall be issued, nor any use conducted, otherwise than in accordance with the conditions and terms of the permit granted or until ten days after the mailing of notice of the granting of the permit by the appropriate authority, or after granting of the permit by the Board of Supervisors in the event of appeal.

Do not start any construction or occupy any building until you have obtained the necessary permits and use clearances from Monterey County RMA-Planning and RMA-Building Services Department office in Salinas.

2. This permit expires 3 years after the above date of granting thereof unless construction or use is started within this period.

# Monterey County RMA Planning

## Conditions of Approval/Implementation Plan/Mitigation Monitoring and Reporting Plan

PLN110289

### 1. PWSP0001 – TRAFFIC MANAGEMENT PLAN

**Responsible Department:** RMA-Public Works

**Condition/Mitigation Monitoring Measure:** The Traffic Management Plan will be prepared by the California Department of Transportation (Caltrans) in consultation with the County prior to completion of Plans, Specifications, and Estimates, and will consist of but not be limited to the following standard measures to alleviate traffic inconvenience caused by construction activities:

- **Traffic Control:** This project will require traffic control elements such as lane/shoulder closures and temporary signing/stripping on local streets and State Route 1.
- **Construction Zone Enhanced Enforcement Program:** Through coordination with Caltrans and the California Highway Patrol, this program was developed to provide a safer work zone for construction workers and the motoring public. The program uses two California Highway Patrol officers who enforce lane closures and also provide a visual deterrent to errant/speeding vehicles.
- **Public Awareness Campaign:** Although the majority of the major closures will occur at night, vehicles traveling through the construction zone will likely experience longer than normal delays. To reduce these delays and confusion to the motoring public during construction activities, the County, in conjunction with Caltrans, will implement a public awareness campaign. The purpose of the campaign is to keep the surrounding community abreast of the project's progress and construction activities that could affect its travel plans. The use of mailers/flyers, local newspaper advertising, local radio information, and public meetings, as appropriate, should be effective tools for disseminating this information.
- **Signing:** Post information signing on State Route 1 and the local arterials prior to and during construction to inform motorists of delays, ramp closures, and alternate travel routes.
- **Pedestrian, Americans with Disabilities Act, and Bicycle Access:** Provide a pedestrian detour plan to accommodate sidewalk closures. Pedestrian, Americans with Disabilities Act, and bicycle access would be accommodated during construction activities.

**Compliance or Monitoring Action to be Performed:** Prior to commencing construction RMA – Public Works & Facilities shall submit A Traffic Management Plan for review and approval.

## 2. PWSP0002 – TREE IMPACTS

**Responsible Department:** RMA-Public Works

**Condition/Mitigation Monitoring Measure:** Trees. Impacts to existing trees would be minimized to the greatest extent possible. Measures may include slope-warping and the construction of retaining boxes to protect root crowns and root zones.

**Compliance or Monitoring Action to be Performed:** Prior to commencing construction RMA – Public Works & Facilities shall submit a Tree Protection Plan for review and approval.

## 3. PWSP0003 – LANDSCAPE PLAN

**Responsible Department:** RMA-Public Works

**Condition/Mitigation Monitoring Measure:** Landscape Plan. A landscape plan would be prepared for review and approval by the California State Parks and Caltrans landscape architect. The landscape plan would show the following: A minimum of 25 oak trees would be planted from at least 15- gallon container size. The planting would conform to Caltrans planting and other policies, including the Caltrans Highway Design Manual, Topic 902, and the Caltrans Highway Planting Standards and Guidelines. Each tree would be supported by wooden tree stakes. Oak tree planting would be located on California State Parks property, northeast of the intersection of Highway 1 and Rio Road. At least half the oak trees would be planted within the "tree planting location" marked on the Conceptual Geometric Plan (Appendix B, Grading Plan) included in this report. The trees would be planted in a naturally appearing pattern with an undulating perimeter. The remaining oak trees would be planted as directed by the California State Parks, within 900 feet north of Rio Road. Replanting of black cottonwoods and willows will be at a 3:1 ratio. Replanting would be located along the eastern edge of the infiltration ditch to be built along the eastern edge of Highway 1, north of Rio Road. A minimum 3-year plant establishment period would be included in the contract for all new tree planting. During the plant establishment period, all trees would be maintained in a healthy condition if any tree becomes unhealthy or dies during that period, the tree would be replaced. Prior to construction of the project, California State Parks and the County of Monterey would enter into a maintenance agreement that assigns the responsibility for the planting and establishment of the trees to the County of Monterey and the maintenance of the trees after the plant establishment period to the California State Parks.

**Compliance or Monitoring Action to be Performed:** Prior to commencing construction RMA – Public Works & Facilities shall submit for review and approval.

## 4. PWSP0004 – CONSTRUCTION STAGING AREAS

**Responsible Department:** RMA-Public Works

**Condition/Mitigation Monitoring Measure:** Construction and Staging Areas. Construction staging areas or storage yards would be located within County and State rights-of-way, and construction access and staging would be within the maximum project footprint.

**Compliance or Monitoring Action to be Performed:** Prior to commencing construction RMA – Public Works & Facilities shall submit location of proposed staging area for review and approval.

## 5. PWSP0005 – CONSTRUCTION PLAN

**Responsible Department:** RMA-Public Works

**Condition/Mitigation Monitoring Measure:** Construction Plan. The project would be constructed in accordance with California Department of Transportation Standard Specifications, which include measures to reduce visual impacts, noise impacts, and air pollution emissions during construction. A staged construction program would be implemented to allow for the continuation of local circulation through the project area during construction of the project.

**Compliance or Monitoring Action to be Performed:** Prior to commencing construction RMA – Public Works & Facilities shall submit a construction plan for review and approval.

## 6. PWSP0006 – STORM WATER POLLUTION PREVENTIVE PLAN

**Responsible Department:** RMA-Public Works

**Condition/Mitigation Monitoring Measure:** The County and Caltrans will ensure that the contractor develops and implements a Storm Water Pollution Prevention Plan during project construction to prevent water pollution during construction. The Storm Water Pollution Prevention Plan would be consistent with Caltrans Storm Water Pollution Prevention Plan and Water Pollution Control Program Preparation Manual. Construction site best management practices, such as erosion and sediment control best management practices, detailed in the Storm Water Pollution Prevention Plan would be implemented during construction.

**Compliance or Monitoring Action to be Performed:** Prior to commencing construction RMA – Public Works & Facilities shall submit Storm Water Pollution Preventive Plan for review and approval.

## 7. PWSP0007 – BEST MANAGEMENT PRACTICES PLAN

**Responsible Department:** RMA-Public Works

**Condition/Mitigation Monitoring Measure:** The County would incorporate design pollution prevention best management practices into the project to ensure that the project does not cause off-site erosion and that the project site is permanently stabilized. The proposed project's design pollution prevention best management practices will be designed so that storm water runoff either infiltrates to land or to the Carmel River through vegetated swales (an indirect discharge to surface waters) so as not to be directly connected to the watershed.

**Compliance or Monitoring Action to be Performed:** Prior to commencing construction RMA – Public Works & Facilities shall submit a best Management Practices plan for review and approval.

## 8. PWSP0008 – HEALTH AND SAFETY PLAN

**Responsible Department:** RMA-Public Works

**Condition/Mitigation  
Monitoring Measure:**

Lead-containing soil would be handled and disposed of in accordance with Caltrans guidelines and the California Health and Safety Code. Test and remove any yellow traffic striping and pavement- marking material in accordance with SSP XE 15-300. Prior to construction, determine whether removal of groundwater will be required during construction of the project. At this time dewatering is not anticipated. Any dewatering will require compliance with the State General Permit or an individual permit from the Regional Water Quality Control Board, Central Coast Region, consistent with National Pollutant Discharge Elimination System requirements. The Regional Water Quality Control Board will decide which permit is applicable and whether sampling is required once it receives and reviews the Notice of Intent.

Prepare a site-specific Health and Safety Plan consistent with Caltrans requirements to address contact, handling, and disposal of potentially contaminated groundwater and soil, if applicable. The plan would include:

- Identification of key personnel
- Summary or risk assessment for workers, community, and the environment
- Air monitoring plan
- Emergency response plan

Unless tested, any leaking transformers observed during the course of the project should be considered a potential PCB hazard and should be handled accordingly. To notify and ensure that the utility owners mark the locations of underground transmission lines and facilities , call the Underground Service Alert of California at 1-800-227-2600 at least two working days prior to subsurface excavation, per Government Code, Section 4216.2 (a).

If suspect hazardous waste or underground tanks are encountered during construction, the contractor would stop work and follow the procedures outlined in Appendix D, Caltrans Unknown Hazards Procedures for Construction.

**Compliance or  
Monitoring  
Action to be Performed:**

Prior to commencing construction RMA – Public Works & Facilities shall submit a Health and Safety Plan for review and approval.



## 9. PWSP0009 – AIR QUALITY

**Responsible Department:** RMA-Public Works

**Condition/Mitigation Monitoring Measure:** Fugitive particulate matter less than 10 microns in diameter Management Measures Techniques (employ as applicable):

- Reduce the amount of disturbed area where possible.
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour. Reclaimed (i.e., nonpotable) water should be used whenever possible.
- All dirt stockpile areas should be sprayed daily as needed.
- Permanent dust control measures identified in the approved revegetation and landscape plans should be implemented as soon as possible following completion of any soil-disturbing activities.
- Exposed ground areas that would be reworked more than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established.
- All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the Monterey Bay Unified Air Pollution Control District.
- All roadways, driveways, sidewalks, etc., to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading, unless seeds or soil binders are used.
- Vehicle speed for all construction vehicles should not exceed 15 miles per hour on any unpaved surface at the construction site.
- All trucks hauling dirt, sand, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.
- Wheel washers should be installed where vehicles enter and exit unpaved roads onto streets, or trucks and equipment leaving the site should be washed.
- Streets should be swept at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.
- The Contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties would include holidays and weekend periods when work may not be in progress. The names and telephone numbers of such persons would be provided to the Monterey Bay Unified Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

**Compliance or Monitoring Action to be Performed:** Prior to commencing construction RMA – Public Works & Facilities shall submit an Air Pollution Control Plan for review and approval.



## 10. PWSP0010 – AIR QUALITY

**Responsible Department:** RMA-Public Works

**Condition/Mitigation** Standard Minimization Measures for Construction Equipment

**Monitoring Measure:**

- Maintain all construction equipment in proper condition according to manufacturer's specifications.
- Fuel all off-road and portable diesel-powered equipment, including, but not limited to, bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, and auxiliary power units, with motor diesel fuel certified by the California Air Resources Board (nontaxed version suitable for off-road).
- Maximize, to the extent feasible, the use of diesel construction equipment meeting the California Air Resources Board's 1996 or newer certification standard for off-road heavy-duty diesel engines.

**Compliance or Monitoring** Prior to commencing construction RMA – Public Works & Facilities shall submit an Air  
**Action to be Performed:** Pollution Control Plan for review and approval.

## 11. PWSP0011 – AIR QUALITY

**Responsible Department:** RMA-Public Works

**Condition/Mitigation** Discretionary Minimization Measures for Construction equipment

**Monitoring Measure:**

- Electrify equipment where feasible.
  - Substitute gasoline-powered for diesel-powered equipment where feasible.
  - Use alternatively fueled construction equipment on site, where feasible, such as compressed natural gas, liquefied natural gas, propane, or biodiesel.
- Use equipment that has Caterpillar prechamber diesel engines.

**Compliance or Monitoring** Prior to commencing construction RMA – Public Works & Facilities shall submit for  
**Action to be Performed:** review and approval.

## 12. PWSP0012 – AIR QUALITY

**Responsible Department:** RMA-Public Works

**Condition/Mitigation** Discretionary Activity Management Techniques

**Monitoring Measure:**

- Develop a comprehensive construction activity management plan designed to minimize the amount of large construction equipment operating during any given time period.
- Schedule construction truck trips during nonpeak hours to reduce peak-hour emissions.
- Limit the length of the construction work day if necessary.
- Phase construction activities if appropriate.

**Compliance or Monitoring** Prior to commencing construction RMA – Public Works & Facilities shall submit an Air  
**Action to be Performed:** Pollution Control Plan for review and approval.

### 13. PWSP0013 – NOISE CONTROL

**Responsible Department:** RMA-Public Works

**Condition/Mitigation Monitoring Measure:** To minimize the construction noise impact for sensitive land uses adjacent to the project site, construction noise will be regulated consistent with Caltrans's Standard Specifications "Noise Control," in the Standard Special Provisions. These provisions follow:

- The contractor would comply with all local sound control and noise level rules, regulations, and ordinances that  
apply to any work performed pursuant to the contract.
- Each internal combustion engine, used for any purpose on the job, or related to the job, would be equipped with  
a muffler of a type recommended by the manufacturer. No internal combustion engine would be operated on  
the job site without an appropriate muffler.

**Compliance or Monitoring Action to be Performed:** During construction Contractor shall comply with all noise regulations.

### 14. PWSP0014 – NOISE CONTROL

**Responsible Department:** RMA-Public Works

**Condition/Mitigation Monitoring Measure:** Additionally, since a well-informed public is much more likely to be tolerant of short-term construction noise, the resident engineer would:

- Notify surrounding residences in advance of the construction schedule through the local news media. The notice is provided to local newspapers, radio, and television by the Caltrans District 5 Public Information Office after they are notified by the resident engineer of the pending start of construction.

**Compliance or Monitoring Action to be Performed:** RMA – Public Works & Facilities shall inform the residence prior to construction.

## 15. PWSP0015 – NOISE CONTROL

**Responsible Department:** RMA-Public Works

**Condition/Mitigation  
Monitoring Measure:**

If noise complaints are received, or other circumstances dictate the need to further minimize temporary construction noise impacts, appropriate measures from this list should be implemented at the resident engineer's discretion:

- Limit all phases of construction to the hours of 7:00 a.m.to 6:00 p.m., Monday through Friday,as required by Monterey County ordinance;
- Shield especially loud pieces of stationary construction equipment when working in close proximity to residential areas;
- Locate portable generators ,air compressors ,etc., away from sensitive noise receptors;
- Limit grouping major pieces of equipment operating in one area to the greatest extent feasible; and
- Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job would be equipped with a muffler or baffle of a type recommended by the manufacturer.

**Compliance or  
Monitoring  
Action to be Performed:**

Prior/during construction RMA – Public Works & Facilities/Contractor shall minimize temporary construction noise.

## 16. PWSP0016 – ENVIRONMENTAL SENSITIVE AREAS

**Responsible Department:** RMA-Public Works

**Condition/Mitigation  
Monitoring Measure:**

To prevent any incidental impacts to natural communities immediately adjacent to the cut-and-fill area, installation and maintenance of environmentally sensitive area construction fencing around the willow riparian woodland and coastal scrub habitat would be installed prior to the commencement of construction activities. The environmentally sensitive area construction fencing would be maintained throughout the project and would be removed upon completion of construction.

- A qualified biologist will conduct preconstruction surveys for California red-legged frogs not more than 2 weeks before the scheduled start of construction. If California red-legged frogs, tadpoles, or eggs are found, all work would cease until the qualified biologist contacts the United States Fish and Wildlife Service (Service) to determine if formal Section 7 consultation is required. If consultation is required;
- Ground disturbance would not begin until written approval to proceed is received from the Service.
- Only the qualified biologist would participate in activities associated with the capture, handling, and monitoring of California red-legged frog during preconstruction surveys and ongoing monitoring throughout construction of the project.
- The qualified biologist would be present at the work site until all California red-legged frogs have been removed, workers have been instructed, and disturbance of habitat has been completed.
- Exclusionary environmentally sensitive area construction fencing would be installed to exclude frogs from entering the work site.
- Before any activities begin, the qualified biologist would conduct a training session for all construction personnel. At a minimum, the training would include a description of the California red-legged frog and its habitat, the specific measures that are being implemented by the project to conserve the frog, and the boundaries within which the project may be accomplished.
- During construction, monitoring for red-legged frogs will be provided. Construction equipment will not be staged, stored, or maintained in the open barren area between the two willow patches or near the riparian habitat. Areas adjacent to riparian habitat will not be used for project-related activities.
- During project activities, all trash that may attract predators must be properly contained, removed from the work site and disposed of regularly. Following construction, all trash and construction debris must be removed from work areas.
- Bare soil will be landscaped with California Department of Transportation-approved seed mix from locally adopted species to preclude the invasion of noxious weeds. The use of site-specific materials adapted to local conditions increases the likelihood that revegetation will be successful and maintains the genetic integrity of the local ecosystem.

**Compliance or  
Monitoring  
Action to be Performed:**

Prior to construction RMA-Public Works & Facilities/Contractor shall install environmental sensitive area fence.





- |   |   |
|---|---|
|  | CUT AREAS (16,670 CY)   |
|  | FILL AREAS (5,750 CY)   |
|  | HMA PAVEMENT  |
|  | TREE REMOVAL  |
|  | REMOVE TREES (ARROYO WILLOW, 6" - 7" DBH, TOTAL OF 12 TREES)      |
|  | REMOVE TREES (BLACK COTTONWOOD, 10" - 18" DBH, TOTAL OF 12 TREES) |
|  | REMOVE TREES (COAST LIVE OAK, 6" - 8" DBH, TOTAL OF 5 TREES)      |
|  | REMOVE TREE (COAST LIVE OAK, 36" DBH)                             |
|  | REMOVE TREE (MONTEREY PINE, 36" DBH)                              |



# HIGHWAY 1 CLIMBING LANE PROJECT CONSTRUCTION MANAGEMENT PLAN



CONSTRUCTION STAGING AREA

CONSTRUCTION STAGING:

- STEP 1: SET UP TRAFFIC CONTROL AND INSTALL STORM WATER BEST MANAGEMENT PRACTICES.
- STEP 2: CLEAR & GRUB AND REMOVE TREES. EXCAVATE AND GRADE ROADWAY (CUT & FILL ACTIVITIES).
- STEP 3: CONSTRUCT AND PAVE ROADWAY.
- STEP 4: STRIPE ROADWAY AND INSTALL TRAFFIC SIGNAL.
- STEP 5: PLANTING/TREE MITIGATION.

ESTIMATED EARTHWORK QUANTITIES:

16,670 CY CUT  
5,750 CY FILL  
10,920 CY NET SURPLUS MATERIAL

SURPLUS MATERIAL SHALL BE PLACED IN STATE RIGHT-OF-WAY TO FLATTEN SLOPES OR SHALL BE DISPOSED OF BY THE CONTRACTOR.

CONSTRUCTION NOTES

- 1. MAJORITY OF THE WORK SHALL TAKE PLACE DURING DAYLIGHT HOURS, MONDAY – FRIDAY 7AM TO 4PM.
- 2. WATER ALL ACTIVE CONSTRUCTION AREAS AT LEAST TWICE PER DAY, FREQUENCY SHOULD BE BASED UPON THE TYPE OF OPERATION, SOIL , AND WIND EXPOSURE.
- 3. ALL GRADING ACTIVITIES SHALL BE HALTED DURING PERIODS OF HIGH WINDS (15 MPH).
- 4. HAUL TRUCKS SHALL MAINTAIN 2–FEET OF FREEBOARD AND BE COVERED.
- 5. COVER INACTIVE STORAGE PILES.
- 6. PERMITS SHALL BE MAINTAINED AT THE CONSTRUCTION JOB SITE AT ALL TIMES AND THAT SUCH COPIES ARE AVAILABLE FOR AGENCY REVIEW ON REQUEST. ALL PERSONS INVOLVED WITH THE CONSTRUCTION SHALL BE BRIEFED ON THE CONTENT AND MEANING OF THE PERMITS AND THE APPROVED CONSTRUCTIONS PLANS, AND THE PUBLIC REVIEW REQUIREMENTS APPLICABLE TO THEM, PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- 7. APPROPRIATE BEST MANAGEMENT PRACTICES SHALL BE USED TO ENSURE THAT NO SPILLS OF PETROLEUM PRODUCTS OR OTHER CHEMICALS TAKE PLACE DURING CONSTRUCTION.
- 8. CONSTRUCTION SITE SHALL BE KEPT IN A NEAT APPEARANCE. IN AREAS VISIBLE TO THE PUBLIC:
  - A. IF PRACTICABLE, DISPOSE OF DEBRIS REMOVED DURING CLEARING AND GRUBBING CONCURRENTLY WITH ITS REMOVAL. IF STOCKPILING IS NECESSARY, DISPOSE OF WEEKLY.
  - B. FURNISH TRASH BINS FOR DEBRIS FROM CONSTRUCTION. PLACE DEBRIS IN TRASH BINS DAILY.
  - C. STACK FORMS FOR FALSEWORK TO BE REUSED NEATLY AND CONCURRENTLY WITH THEIR REMOVAL.
- 9. CONTRACTOR SHALL COMPLY WITH NPDES REQUIREMENTS (I.E., SEDIMENT & EROSION, SPILLS & LEAKS).
- 10. EMPLOYEE PARKING: ON-SITE/STAGING AREA.



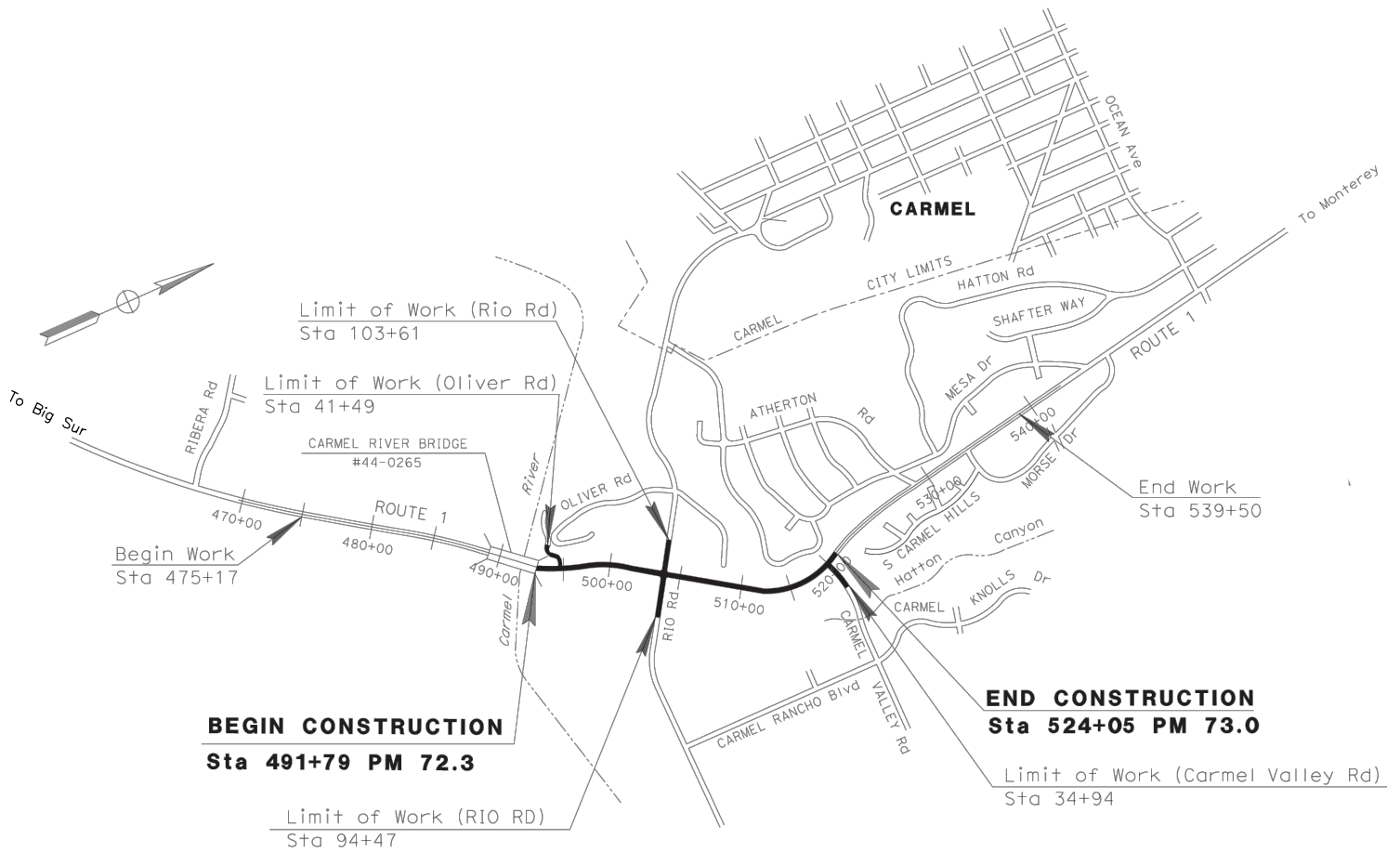
MATERIAL PLANT LOCATION (PAVING/ROADWAY CONSTRUCTION MATERIAL)

- AROMAS APPROXIMATELY 4 TRUCK TRIPS/DAY DURING PAVING/ROADWAY GRADING ACTIVITIES.
- SALINAS

TRUCK ROUTES

- == AROMAS – VIA SOUTHBOUND STATE ROUTE 1 TO CONSTRUCTION SITE.
- == SALINAS – VIA WESTBOUND STATE ROUTE 68, THEN SOUTHBOUND STATE ROUTE 1 TO CONSTRUCTION SITE.
- OR
- VIA WESTBOUND STATE ROUTE 68, THEN SOUTHBOUND LAURELES GRADE ROAD, THEN WESTBOUND CARMEL VALLEY ROAD TO CONSTRUCTION SITE.





INDEX OF PLANS

SHEET No.	DESCRIPTION
	TITLE AND LOCATION MAP
	TYPICAL CROSS SECTION
	LAYOUT
	PROFILE AND SUPERELEVATION
	CONSTRUCTION DETAILS
	EROSION CONTROL PLAN
	DRAINAGE PLAN
	DRAINAGE PROFILE
	DRAINAGE DETAILS
	DRAINAGE QUANTITIES
	UTILITY PLAN
	CONSTRUCTION AREA SIGNS
	STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN
	PAVEMENT DELINEATION
	PAVEMENT DELINEATION QUANTITIES
	SIGN PLANS
	SIGN QUANTITIES
	PLANTING PLAN
	IRRIGATION PLAN
	ELECTRICAL PLANS
	REVISED STANDARD PLANS

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY  
IN MONTEREY COUNTY  
NEAR CARMEL FROM CARMEL RIVER BRIDGE  
TO CARMEL VALLEY ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK

05

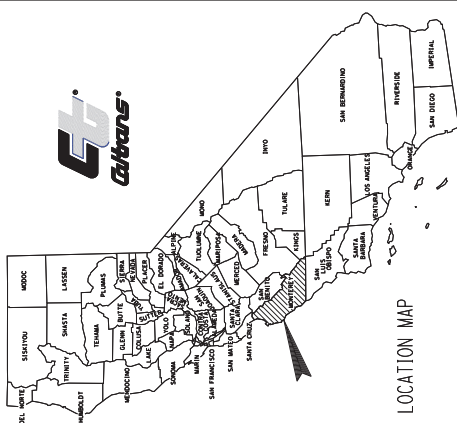

Mon

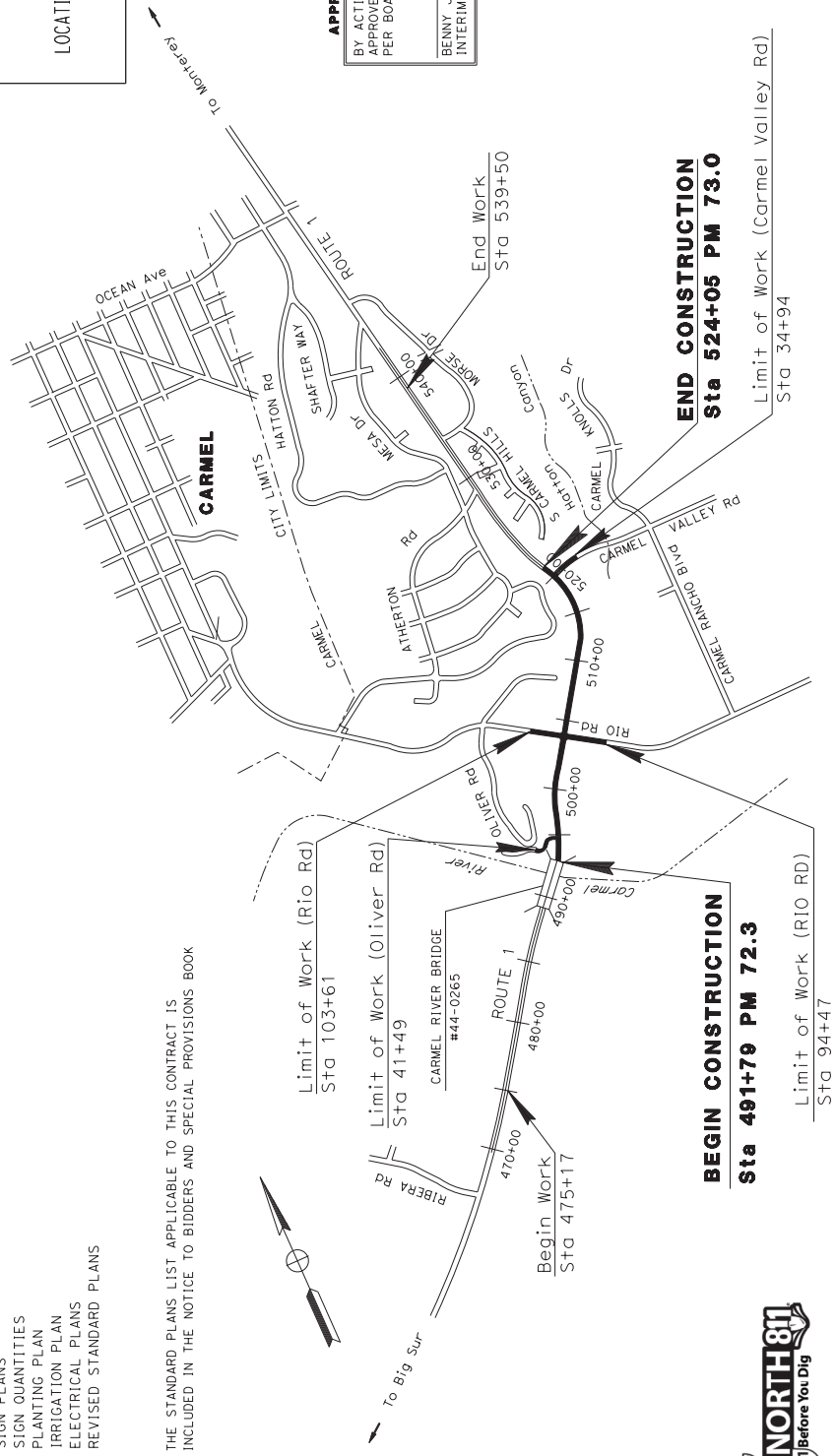
ROUTE 1

72.3/73.0

1

103



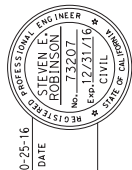


**BEGIN CONSTRUCTION**  
**Sta 491+79 PM 72.3**  
Limit of Work (RIO RD)  
Sta 94+47

**END CONSTRUCTION**  
**Sta 524+05 PM 73.0**  
Limit of Work (Carmel Valley Rd)  
Sta 34+94

NO SCALE

**APPROVED BY MONTEREY COUNTY**  
BY ACTION OF THE BOARD OF SUPERVISORS  
APPROVED ON \_\_\_\_\_  
PER BOARD ORDER No. \_\_\_\_\_ PUBLIC WORKS  
  
BENNY J. YOUNG  
INTERIM DIRECTOR OF PUBLIC WORKS  
DATE \_\_\_\_\_

  
STEVEN E. ROBINSON  
No. 73207  
Exp. 12/31/16  
REGISTERED PROFESSIONAL ENGINEER  
MONTEREY COUNTY  
REGISTERED CIVIL ENGINEER  
DATE 10-25-16  
PROJECT ENGINEER  
PLANS APPROVAL DATE



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







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

DIS+ COUNTY ROUTE POST MILES TOTAL PROJECT SHEET TOTAL NO. SHEETS

05 Mon 1 72.3/73.0 11 103

APPROVAL DATE 10-25-16

REGISTERED CIVIL ENGINEER

STEVEN E. ROBINSON

No. 73207

Exp. 12/31/16

STATE OF CALIFORNIA

PLANS APPROVAL DATE 10-25-16

REGISTERED CIVIL ENGINEER

STEVEN E. ROBINSON

No. 73207

Exp. 12/31/16

STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS

OR AGENTS SHALL NOT BE RESPONSIBLE FOR

THE ACCURACY OR COMPLETENESS OF ANY

COPIES OF THIS PLAN SHEET.

Wood Rodgers Inc.

3001 S. Street, Box 100-B

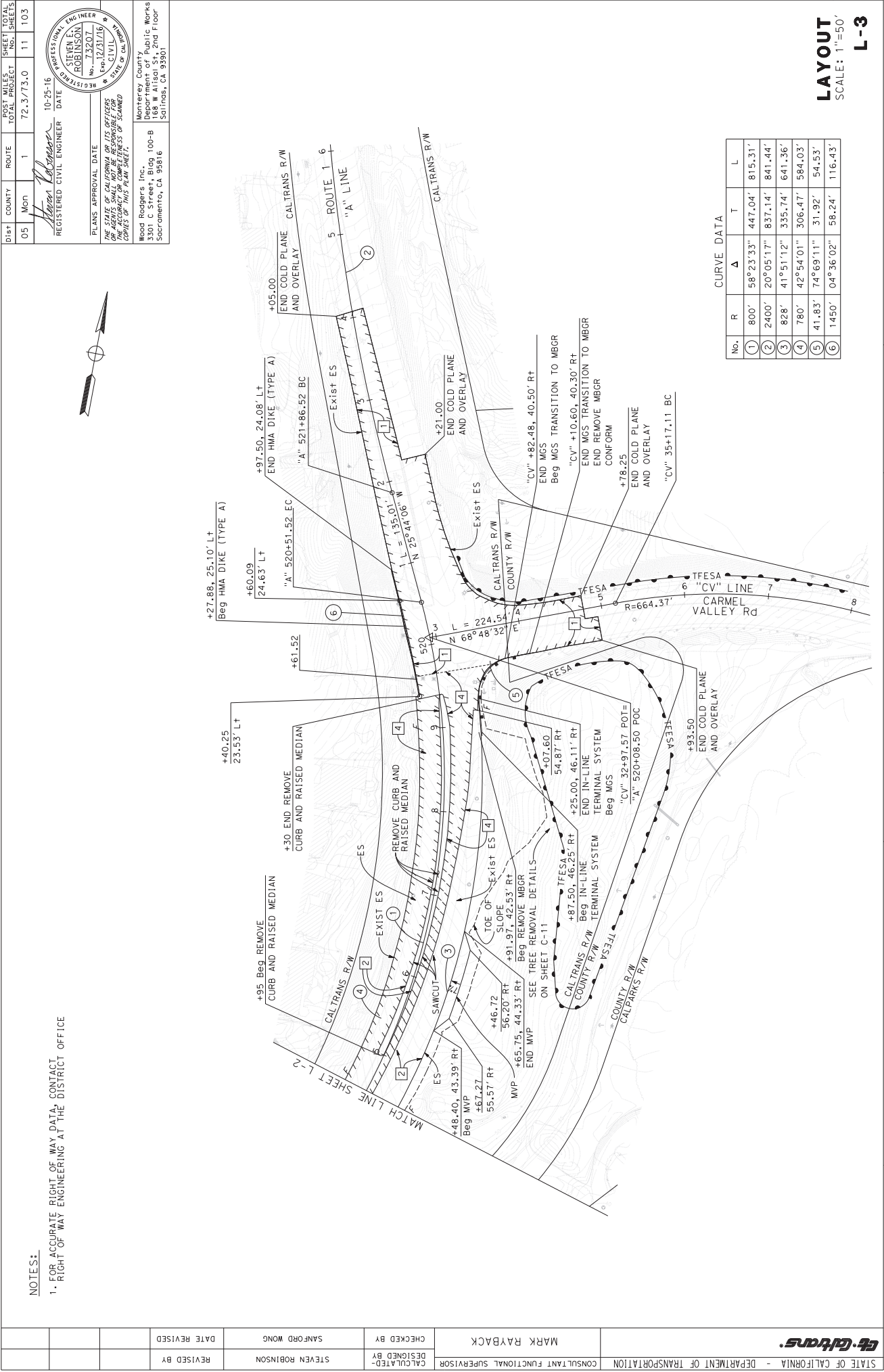
Sacramento, CA 95816

Monterey County

Department of Public Works

168 W Alisal St, 2nd Floor

Saltinas, CA 95901



CURVE DATA				
No.	R	Δ	T	L
1	800'	58°23'33"	447.04'	815.31'
2	2400'	20°05'17"	837.14'	841.44'
3	828'	41°51'12"	335.74'	641.36'
4	780'	42°54'01"	306.47'	584.03'
5	41.83'	74°69'11"	31.92'	54.53'
6	1450'	04°36'02"	58.24'	116.43'

LAYOUT  
SCALE: 1"=50'

L-3