

**CALTRANS DISTRICT 1 VIRTUAL PUBLIC MEETING  
JAMES CREEK CURVE IMPROVEMENT PROJECT – EA 01-0H450  
VIRTUAL PUBLIC MEETING JULY 7, 2020 – 5-6PM**

**SLIDE 1**

Welcome Caltrans Public Information Meeting for the James Creek West Curve Improvement Project located in Mendocino County on Highway 20 between post mile markers 19.1 to 19.6

Due to restrictions on public gatherings stemming from COVID-19, a virtual public meeting will be held for this project on Tuesday, July 7, 2020 from 5:00 to 6:00 p.m.

To join the virtual meeting using a telephone, dial 1-408-418-9388 and use Meeting Number 965 527 831.

The Initial Study is available electronically by visiting the Caltrans website at: <https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs/d3-mendocino-county>.

**SLIDE 2**

Housekeeping

- Attendees are in listen-only mode during the video presentation
- Feel free to ask informal questions and provide informal comments in the chat section.
- Note that the chat session will not be considered formal responses. To submit a formal response, downloadable comment cards are available at:
- The presentation will be shared on the Caltrans Facebook page and YouTube and it will be hosted on the Caltrans District 3 page along with the Initial Study.

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**SLIDE 3**

Important Links:

- Caltrans Project Webpage: <https://tinyurl.com/ybnaturu>
- Formal Comment Card: <https://tinyurl.com/ybnaturu>
- Facebook Project Link: XXXX
- Youtube Project Link: <https://youtu.be/fPy3irk0CA8>

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**SLIDE 4**

Our presenters include:

- Cathy McKeon, Project Manager
- Julie East, Environmental Senior
- Cari Williams, Environmental Coordinator
- Suman Sudini, Project Engineer
- Elias Karam, Senior Transportation Engineer
- Bonnie Kuhn, Public Information Officer

**SLIDE 5**

**Project Need and Purpose**

Why is this project needed?

This project is needed because there is a high rate of collisions at this location.

What is the purpose of the project?

The purpose of this project is to improve safety to motorists and reduce the frequency and severity of collisions within the project limits.

**SLIDE 6**

The Expenditure Authorization (EA) code for this project is 01-0H450 and the Enterprise Resource Planning Financial Infrastructure (EFIS) number ID is 01-1700-0225.

Depicted on the two maps shown is the location of the project.

The project is located on Highway 20 in Mendocino County between post mile 19.1 and 19.6 which is approximately 19 miles east of Fort Bragg and 14 miles west of Willits on Highway 20, in Mendocino County.

There are two areas that are proposed for improvement within the project limits. Location 1 is between Post Mile (PM) 19.1 and 19.2 (450' long); Location 2 is between PM 19.3 and 19.6 (640 feet long).

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**SLIDE 7**

On this slide, the two pictures on the left represent the existing curve to be improved. Two pictures on the right represent the existing guardrail to be removed and replaced.

**SLIDE 8**

X-section Existing Sections and overlay areas of Roadway

This diagram represents the existing roadway section and the work proposed between the two locations.

The existing roadway has 1 lane in each direction, that varies in width from 11-12'. The existing shoulders vary in width from 1'-3'.

The areas between the two project locations would include only grinding with a one-tenth inch of asphalt concrete (AC) overlay.

**SLIDE 9**

X-section Location 1

This slide represents a cross-section at Location One.

At this location we would upgrade and install new guardrail.

Minor Concrete Vegetation Control would be placed below the guardrail at all locations to limit exposure of maintenance to traffic and reduce traveler inconvenience when performing routine maintenance.

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**SLIDE 10**

X-section Location 2

This diagram shows a cross-section of location 2.

It represents a typical section, referred to as an In-cut which is a typical section of the roadway with a cross section of the ground.

At this location the curve will be improved and the roadway shifted north to allow for the curve improvement.

The newly constructed paved roadway will include two 12' lanes and 4 foot shoulders. An 8' wide vegetated swale will be provided on the south side for stormwater runoff and an excavated slope will be constructed at 1:1 (one-to-one). The overall cut width will range from 0 to 35 feet.

**SLIDE 11**

Overall Layout

This image is an aerial view of the overall project layout on highway 20 shows the two projects improvement locations.

Location 1, on the west half of the project, includes new guardrail and paving.

Location 2, on the east end of the project, includes the curve improvement and new paving.

During construction there will be one-way reversible traffic control to perform the work with maximum 15-minute delays.

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**SLIDE 12**

Layout 1- New Guardrail Installation

This diagram is an image of the aerial view of the proposed work at Location 1. As noted in the previous slides, existing guardrail is going to be upgraded.

To withstand wildfires, galvanized steel guardrail posts would be used. The pavement at this project location would be widened and overlaid with asphalt concrete.

A Temporary Construction Easement (TCE) would be acquired from Jackson State Forest through the area of the existing guardrail on the south side of the highway.

**SLIDE 13**

Layout 2 Curve Improvement

This aerial view map shows the proposed work at Location 2, in the area of the curve correction.

To accommodate the Curve Improvement, part of the slope adjacent to the westbound lane would be excavated, which will remove less than four tenths of an acre of impacted trees and vegetation.

A vegetated swale would be constructed which would act as a buffer to perpetuate the existing drainage patterns.

Permanent right of way on the north side of the roadway will be acquired from Jackson State Forest through the area of the curve improvement.

The roadway would be reconstructed with a new structural section and an asphalt overlay.

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**SLIDE 14**

Project Impacts Environmental

Caltrans does not expect any significant environmental impacts from the project.

While no mitigation is required, Caltrans standard measures would help reduce or eliminate impacts to the environment.

Vegetation including trees and shrubs would be removed from no more than 0.4 acre of land on the north side of State Route 20 to make room for the curve realignment.

As Jackson Demonstration State Forest is approximately 50,000 acres, this vegetation removal along the highway would be a negligible impact to the forest as a whole.

No vegetation would be removed from the south side of State Route 20. During the final design phase, tree removal would be refined and reduced as much as possible.

After construction, the side of the road would be replanted and eventually look very similar to the existing roadside, with a steep hillside and trees bordering the westbound lane.

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**SLIDE 15**

Project Impacts Continued

The US Fish and Wildlife Service was consulted to determine possible impacts to Northern spotted owls, marbled murrelets, and their habitat.

Consultation was completed in November 2019 and no significant impacts to the species are expected.

Standard daily and seasonal work windows would minimize noise impacts to these bird species and vegetation removal would occur outside of the nesting season and under the guidance of a trained wildlife biologist.

This summer, consultation will begin with NOAA Fisheries to discuss potential impacts to salmonids using the North Fork Big River, which is located immediately south of the project area.

Since there is no in-stream or culvert work planned, no other state or federal permits would be needed. The area was surveyed for cultural resources and no resources were identified.

**SLIDE 16**

Project Impacts Right-of-Way

Caltrans right of way will be acquiring permanent rights in the area of the proposed project.

The California Department of Forestry and Fire Protection (CAL FIRE) owns the Jackson Demonstration State Forest around the proposed project.

Temporary Construction Easements (TCE) will be acquired through the area of the existing guardrail and permanent rights in the area of the curve improvement.

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**SLIDE 17**

This concludes the presentation.

If you have any questions, feel free to send it in the Chat or verbal through audio. Please note that these will not be considered formal comments.

**Questions?**

Feel free to ask informal questions via chat or audio after the presentation; However, note that chat/audio will not be considered formal comments.

**To view the Project information visit:**

<https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs/d3-mendocino-county>

**To PROVIDE A formal Comment:**

Please download the comment card at the following weblink:

<https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs/d3-mendocino-county>

Please Email or mail the Formal comment form by July 27, 2020 to:

Email: [cari.williams@dot.ca.gov](mailto:cari.williams@dot.ca.gov)

or

Mail: Caltrans District 1, P.O. Box 3700, Eureka, CA 95501

**SLIDE 18**

THANK YOU