

## B. Study Data and Analysis Methodology

### B.1. GIS Background Data

The mapping was built on Geographic Information System (GIS) data from Caltrans, Mendocino County, Google Maps, and other public sources. This included sources such as aerial photography, topographic contours, urbanized areas, place names, rivers and creeks, parcels, public roads and road names, parks and preserves. The Mendocino Land Trust provided GIS shapefiles of the existing and planned California Coastal Trail (CCT). While the source data was outdated, Land Trust staff helped check and correct CCT conditions and plans in key locations.

### B.2. Caltrans Data

A substantial amount of data for the Study was provided by Caltrans District I. Most of this was not in GIS form but was in table form with post mile references that were geo-referenced to the maps. This included traffic counts, collisions involving bicyclists or pedestrians, bicycle and pedestrian counts conducted by Caltrans in selected locations, posted speed limit data, data on right-of-way conditions – whether owned in fee or by prescriptive rights (the former has a certain width; the latter provides rights only within the area of existing highway improvements), bridges and culverts, including information on bridges previously widened with bicycle and pedestrian facilities to current standards, and those currently being planned for improvements, and general data on cultural resources significance per quarter-mile segment. Data obtained through bicycle and pedestrian counts is presented in Table B-1.

**Table B-1. Non-Motorized Count Data**

Location	Date	Cyclists	Pedestrians
Leggett	July 13-15, 2012	90 (89 Touring, 1 Commute)	5
Post Mile 74.5 (Westport S.)	July 13-15, 2012	58 (58 Touring, 0 Commute)	1
Ten Mile Road	July 13-15, 2012	80 (74 Touring, 6 Commute)	20
Intersection of CA State Route 1 and CA State Route 20	July 13-15, 2012	292 (74 Touring, 218 Commute)	144
Post Mile 53.9	June 29-July 1, 2012	33	1
Post Mile 40.9	June 29-July 1, 2012	27	0
Post Mile 17.2	June 15-17, 2012	37	3
Post Mile 15.4 (Pt. Arena)	June 15-17, 2012	17	0
Post Mile 2.5 (N. Gualala)	June 15-17, 2012	34	2
Intersection of Pudding Creek Road and CA State Route 1 (Not Haul Road Trestle)	August 31-September 2, 2010	134	129
Intersection of Laurel Street and Main Street (Fort Bragg)	August 30-September 2, 2010	326	4,110

### **B.3. Field Data Categories and Tables**

The field data were collected by driving the corridor using tablet computers to input observations of the environmental planner, engineer, and biologist. This planning-level assessment did not include point-specific data collection, given the many factors being inventoried over a 100-mile area. The study area was divided into quarter-mile segments, and the relative presence or absence of the relevant conditions was assessed and recorded in an Excel table (see Table B-2 for data classifications). Conditions were identified in “yes or no” terms (T or F in the table), and each “true” was given a score based on the relative challenge presented for widening the highway shoulders to accommodate the CCT where applicable. Some factors had a range of potential scores depending on their presence or significance. The overall “raw” scores for each quarter-mile segment were discounted based on the width of the existing shoulders, which were classified in 2-foot increments.

Table B-3 lists and defines the data classes in the spreadsheet.

The “Engineer’s Discretion” factors were judgments on the part of the engineers as to the relative challenge of improving each particular quarter-mile segment based on observation of the overall conditions.

Figure B-1 presents examples of the conditions that were considered.

The assessment table has separate tabs with conditions for the northbound (NB) or east side of the highway, and the southbound (SB) or west side of the highway. It also separate tabs and evaluations for 4-foot widening and for 8-foot widening on each side.

**Table B-2. Field Data Classifications**

Score	Engineer's Discretion				Slope Type and Slope Severity									Obstruction Type								Engr Environmental					
	5	10	25	50	0	5	20	20	20	50	50	50	10	10	5	10	10	15	5	10	20	30	2	10	5	30	5
Quarter-mile Segment	Simple Construction Required	Moderate Construction Required	Complex Construction Required	Very Complex Construction Required	Flat	Gentle	Moderate slope upgrade	Moderate slope downgrade	Moderate slope mixed grade	Severe slope upgrade	Severe slope mixed grade	Severe slope downgrade	Guardrails	Non-bridge cross drainages	Ditches and parallel drainages	Fences and private barricades	Private improvements	Utility Poles	Roadway Intersections	Urban Features	Earth-retention Structures	Buildings	Driveways	Large Diameter Redwood Trees	Small Diameter Redwoods	Other Native Trees	Non-native Trees

(columns continue left to right below)

P-Environmental						Environmental						ROW	Bridges		Discounted					Final				
25	15	15	25	15	25	15	50	30	30	50	30	50	30	28	0	60	50%	x0	x0	x0	x0	Score	Rank	
P-Wetlands	P-Riparian	P-1-parameter	P-Coastal Dune	P-Other Habitat 1	P-Other Habitat 2	P-Other Habitat 3	Wetlands	Riparian	1-parameter	Coastal Dune	Other Habitat 1	Other Habitat 2	Other Habitat 3	Requires Right-of-Way Acquisition	(e) Ped/Bike Facilities	Insufficient P/B Facilities	<b>Raw Score</b>	Paved 2'	Paved 4'	Paved 6'	Paved 8'	Paved 10'	Discounted Score	Rank Level

**Table B-3. Field Data Category Descriptions**

Excel Column	Coding Guide
<b>Physical Factors</b>	
Key_ID	Quarter-mile Segment
SimpleCons	Engineer's Discretion – Simple Construction
ModConstru	Engineer's Discretion – Moderate Construction
ComplexCon	Engineer's Discretion – Complex Construction
VeryComple	Engineer's Discretion – Very Complex Construction
P2	Existing Shoulder is 2' wide and paved (from fog line)
P4	Existing Shoulder is 4' wide and paved (from fog line)
P6	Existing Shoulder is 6' wide and paved (from fog line)
P8	Existing Shoulder is 8' wide and paved (from fog line)
P10	Existing Shoulder is 10' wide and paved (from fog line)
Flat	Slope Severity = "flat"
Gentle	Slope Severity = "gentle"
ModUp	Slope Severity = "moderate, up slope"
ModDown	Slope Severity = "moderate, down slope"
SevereUp	Slope Severity = "severe, up slope"
SevereMix	Slope Severity = "severe, upslope in some segments and downslope in others"
SevereDown	Slope Severity = "severe, down slope"
Guardrail	At least 25 linear feet of guardrail was present in this segment
CrossDrain	At least one cross drainage was present in this segment
Ditch	At least 25 linear feet of parallel ditch was present in this segment
Fence	At least 25 linear feet of fence was present in this segment
PrvtImprvm	At least one private improvement (such as mail box) was present in this segment
UtilPoles	At least 2 utility poles were present in this segment
Intersecti	At least 1 intersection was present in this segment
UrbanFeatu	At least 25' of curbs, sidewalk, or other urban improvement present in this segment
RetainingW	At least 25 linear feet of a retaining wall was present in this segment
Bldg	At least one building was present in this segment
Driveway	At least one driveway was present in this segment
<b>Environmental Factors – used for Environmental Constraints Score</b>	
MinorVeg	Minor vegetation (shrubs and very small trees requiring removal) were present
LargeRedwo	Large diameter redwoods (approximately 50 years or older) present
SmallRedwo	Small diameter redwoods (approximately 50 years or younger) present
OthrNative	Other native trees present in this segment
Non_native	Non-native trees present in this segment (mostly Eucalyptus)
E_PedBikeF	Bridge structure present in this segment with existing bike/ped facilities
Insufficie	Bridge structure present in this segment without sufficient bike/ped facilities
Photo_ID	Photo Identification Number
Notes	Notes
ModMix	
Turnouts	Extra wide shoulders present in this segment to allow for vehicle passing
P_WetInd4	Wetlands potentially present in this segment
P_Riparn4	Riparian habitat potentially present in this segment
P_1_Param4	1-parameter wetlands potentially present in this segment
P_Oth_Hbt14	Coastal Pine habitat potentially present in this segment
P_Oth_Hbt24	Coastal Terrace Vegetation potentially present in this segment
P_Oth_Hbt34	Coastal Bluff vegetation potentially present in this segment
Wetland_4	Wetlands very likely in this segment
Riparian_4	Riparian habitat very likely in this segment

Excel Column	Coding Guide
param1_4	1-parameter wetlands very likely in this segment
Cstl_Dun4	Coastal dunes habitat very likely in this segment
Othr_Hab14	Coastal Pine habitat very likely in this segment
Othr_Hab24	Coastal Terrace Vegetation very likely in this segment
Othr_Hab34	Coastal Bluff vegetation very likely in this segment
P_Coastal1	
ROW	Right-of-way needs to be acquired in this segment
RawScore	
Rank	

## Biological Field Inventory Notes

Areas indicated as Riparian during this field effort encompass numerous regulatory types (“Riparian” is more of a general term), and is likely regulated in one or another manner by one or more agency. These terms were lumped into one category for the purposes of the GIS prioritizing effort. Riparian areas encompass numerous Willow Series’ (*Salix* sp.), possible ESHA per Coastal Commission, areas of true Riparian which would be associated with a creek/drainage as well as areas with what is defined by agencies as typical riparian plant species but were not associated with a stream/drainage, possible two and/or three parameter forested or scrub wetlands. Riparian areas consisted of mix of willows (*Salix* sp.), alder (*Alnus* sp.), thimbleberry, twinberry, salmonberry, CA blackberry, among other shrub species. These areas were mapped where the drip line extended into within 4 feet or 8 feet of the white shoulder stripe.

Determination as to One-Parameter wetlands could not be made from the car, since this determination would necessitate soils and or hydrology observations to confirm if the vegetation was indeed growing as hydrophytes and thus would be determined to be a “Wetland”. Segments indicated as containing wetlands consisted of *Carex* sp., *Juncus* sp., Self-heal, in some cases had standing water. For roadside ditches, areas were not indicated as wetland where the ditch appeared to be dug in uplands and was limited to receiving road runoff. The ditches were not indicated as wetland where the area was unvegetated/maintained as a roadside ditch unless there were apparent adjacent wetlands that connected directly or subsurface to the ditch system.

This effort relied on quick initial instinct while going 40-60 mph, and relied on observation of areas greater than 100 square feet. Stops were not made to observe features on a site-specific basis. Areas less than 100 square feet were only indicated as wetlands/riparian if conditions were very apparent.

Terrace Vegetation removal areas consisted of non-native grass mix, possibly some native grass species (not confirmed), Lupin sp., coyote brush, pampas grass, pasture, Monterey cypress, among other upland species. Where in the coastal zone, these areas could warrant additional evaluation with vegetation plots to determine whether areas would constitute native habitat, ESHA, etc.

Bluff Vegetation Removal areas consisted of non-native grass mix, possibly some native grass species (not confirmed), Lupin sp., coyote brush, pampas grass, Monterey cypress, among other upland species. These areas differed from the Terrace area typically in topography, and were indicated where roadside sloped down directly towards beach/ocean. The areas often consisted of roadbed material, rocky outcrops, gravels. These areas could warrant additional evaluation with vegetation plots to determine whether areas would constitute native habitat, ESHA, etc.

## **Potential Impacts to Cultural and Historic Resources**

Information was provided by a Caltrans archaeologist indicating whether cultural and historic resources may be present within each 1/4 mile study segment along State Route 1. These locations are estimates based on information available to the archaeologist from previous archaeological surveys along the route within Caltrans right of way. Currently little information is available outside Caltrans right of way along this route. An archaeological survey report must be prepared for any proposed project that includes areas that have not had an archaeological survey conducted. Where cultural or historic resources are present significant studies and mitigation could potentially be required, and the resources could be a factor in the feasibility of the project. Consultation with Native American tribes will need to occur as part of this process, which is described in more detail in Appendix E, Typical Project Implementation Steps.

**Figure B-1. Engineer's Discretion Assessment Examples****Engineer's Discretion**

- **Simple Construction Required:**  
requires only minor improvements
  - Minor grading
  - Minor vegetation removal
  - Minor resurfacing and/or
  - Minor drainage improvements

**Engineer's Discretion**

- **Moderate Construction Required:**  
requires minor to moderate improvements and some construction
  - Moderate grading
  - Moderate vegetation removal
  - Moderate resurfacing
  - Moderate drainage improvements
  - Small retaining walls and/or
  - Minor/limited utility relocation



**Engineer's Discretion**

- **Complex Construction Required:** requires moderate to major improvements and complex construction

- Moderate to major grading
- Moderate to major vegetation removal
- Moderate to major resurfacing
- Moderate to major drainage improvements
- Moderate to major utility relocation
- Large retaining walls



**Engineer's Discretion**

- **Very Complex Construction Required:** requires major improvements and very complex construction

- Major to extreme grading
- Major to extreme vegetation removal
- Major resurfacing
- Major drainage improvements
- Major utility relocation
- Very large retaining walls and/or
- Cantilevered deck structures



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**Slope Type A**

- Flat (0% slope)
- Very little grading



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**Slope Type A**

- Minor ( $\leq 4:1$ )
- Limited grading



**Slope Type B**

- Moderate slope (4:1 to 2:1)
- Moderate cut slopes
- Moderate to complex grading
- Small to moderate height retaining walls



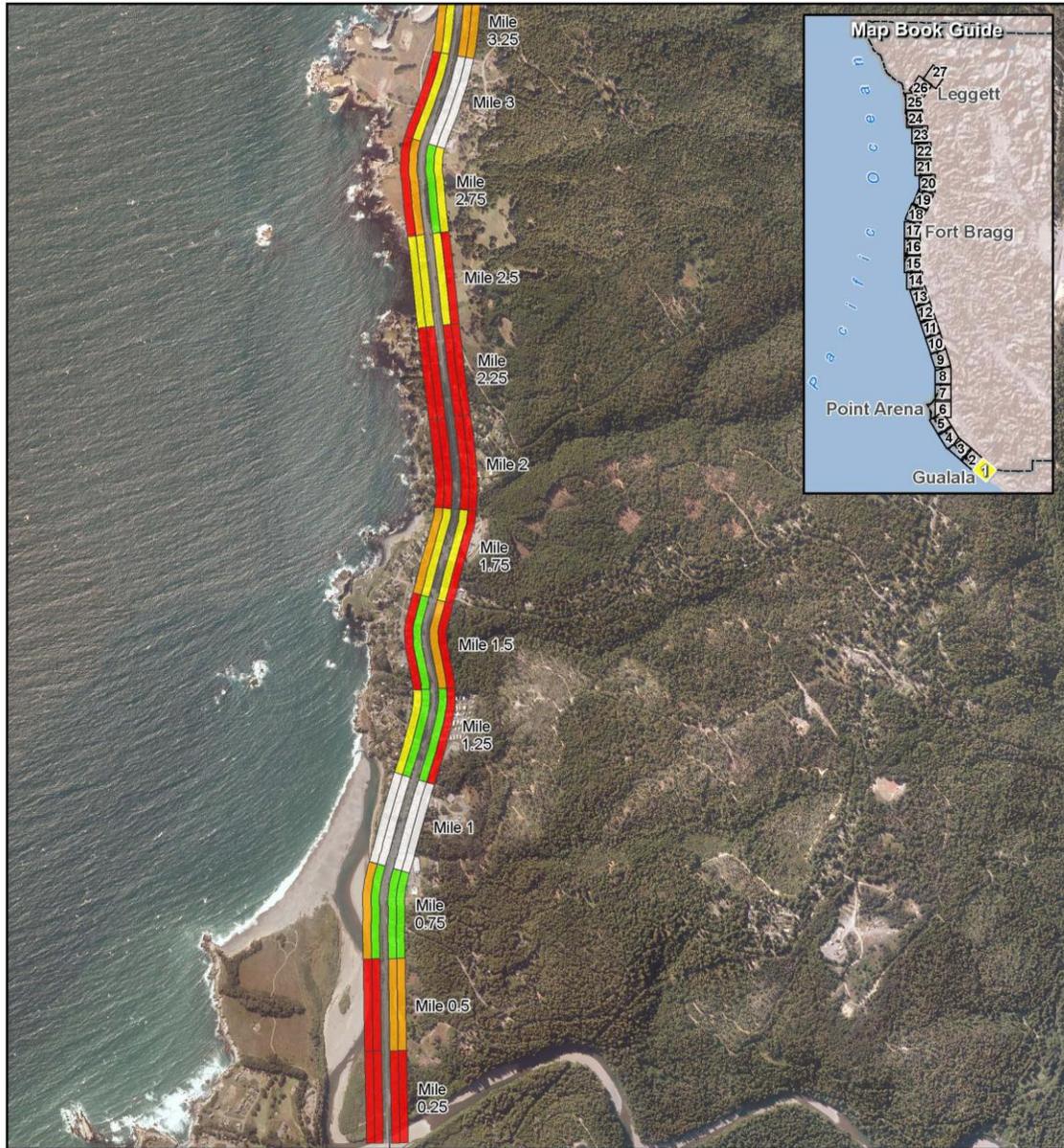
**Slope Type C**

- Severe slope ( $\geq 2:1$ )
- Large to very large/complex cut slopes
- Complex to very complex grading
- Large to extremely large retaining walls
- May require viaducts/cantilevered structures



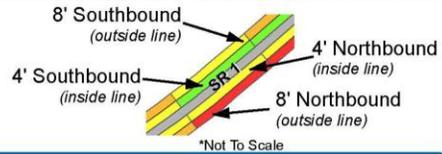
## **B.4. Analysis Summary Results**

The Study data sets are all referenced geographically, so any factor or combination of factors can be selected and displayed on GIS maps. A series of 27 maps (see Figures B-2 through B-28) was created to provide an overview of the field inventory results over the entire study corridor. These maps reflect the cumulative scores of the conditions and constraints factors listed in Tables B-1 and B-2 for each 1/4 mile of the highway, including engineer's judgment/discretion, slopes types and severity, various types of obstructions, many types of environmental resources, availability of right-of-way, whether existing bridges are widened or narrow, and the width of existing paved shoulders. The maps show separate results for the opportunities and constraints to widen an additional 4 feet, and 8 feet, on each side of the highway. White bands indicate that widened shoulders are already present. Green, yellow, orange, and red reflect the range of widening constraint scores from low to high. These maps, and the data behind them, along with other data sets, were used to identify and evaluate the potential improvements segments.



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



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 Feet  
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Construction Feasibility  
 Quarter Mile Evaluations

Figure 1 of 27

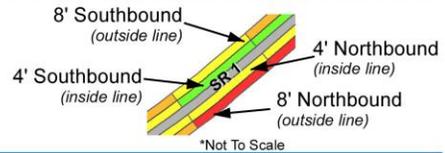
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**Figure B-2. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



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Figure 2 of 27

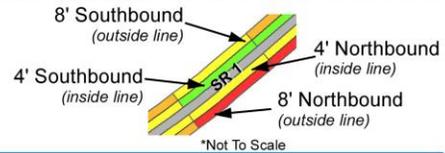
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**Figure B-3. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Moderate
- Complex
- Very Complex
- Existing



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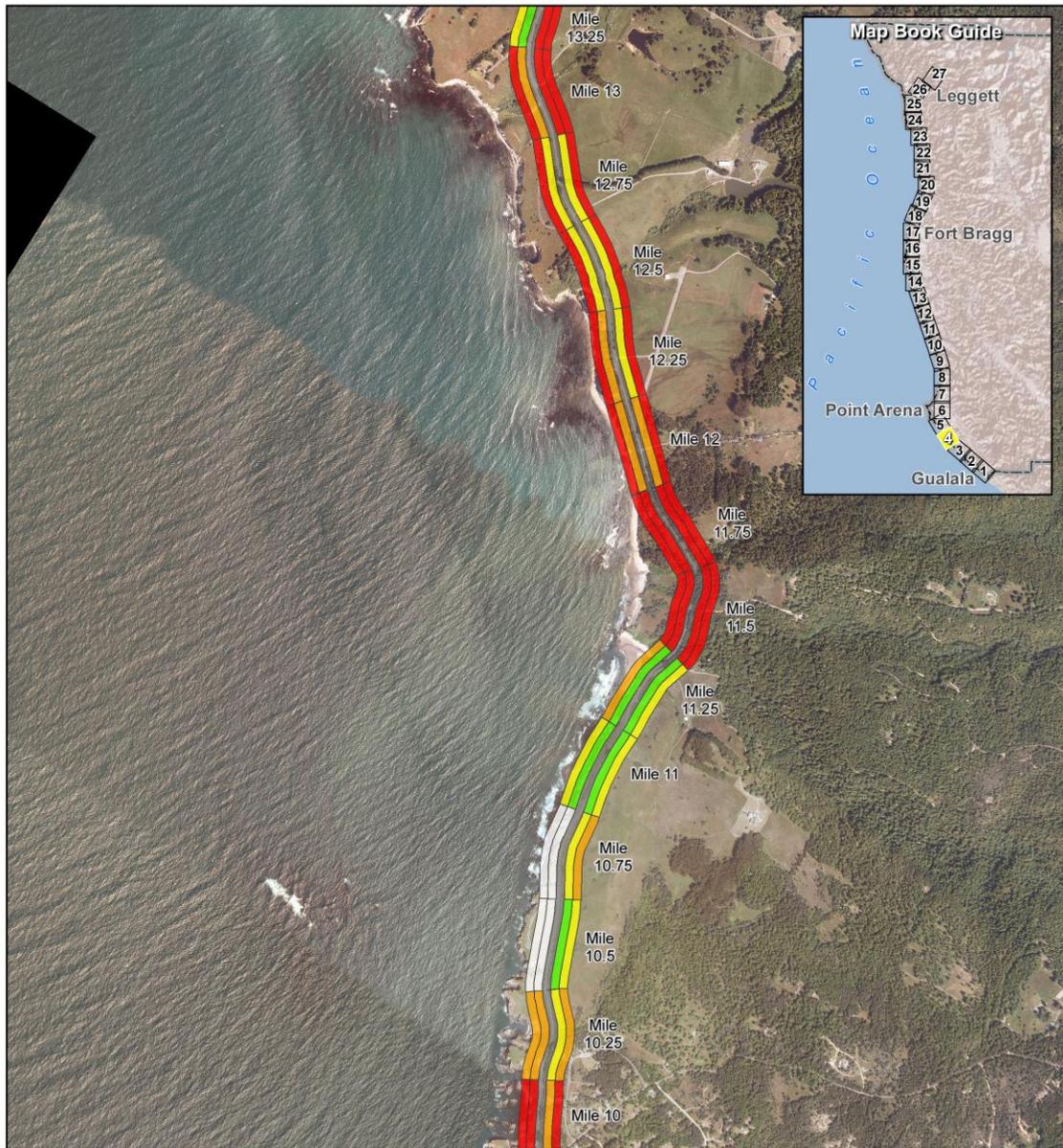
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**Figure 3 of 27**

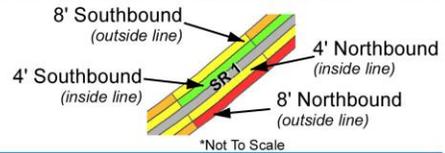
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**Figure B-4. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



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**Figure B-5. Analysis Map Series**

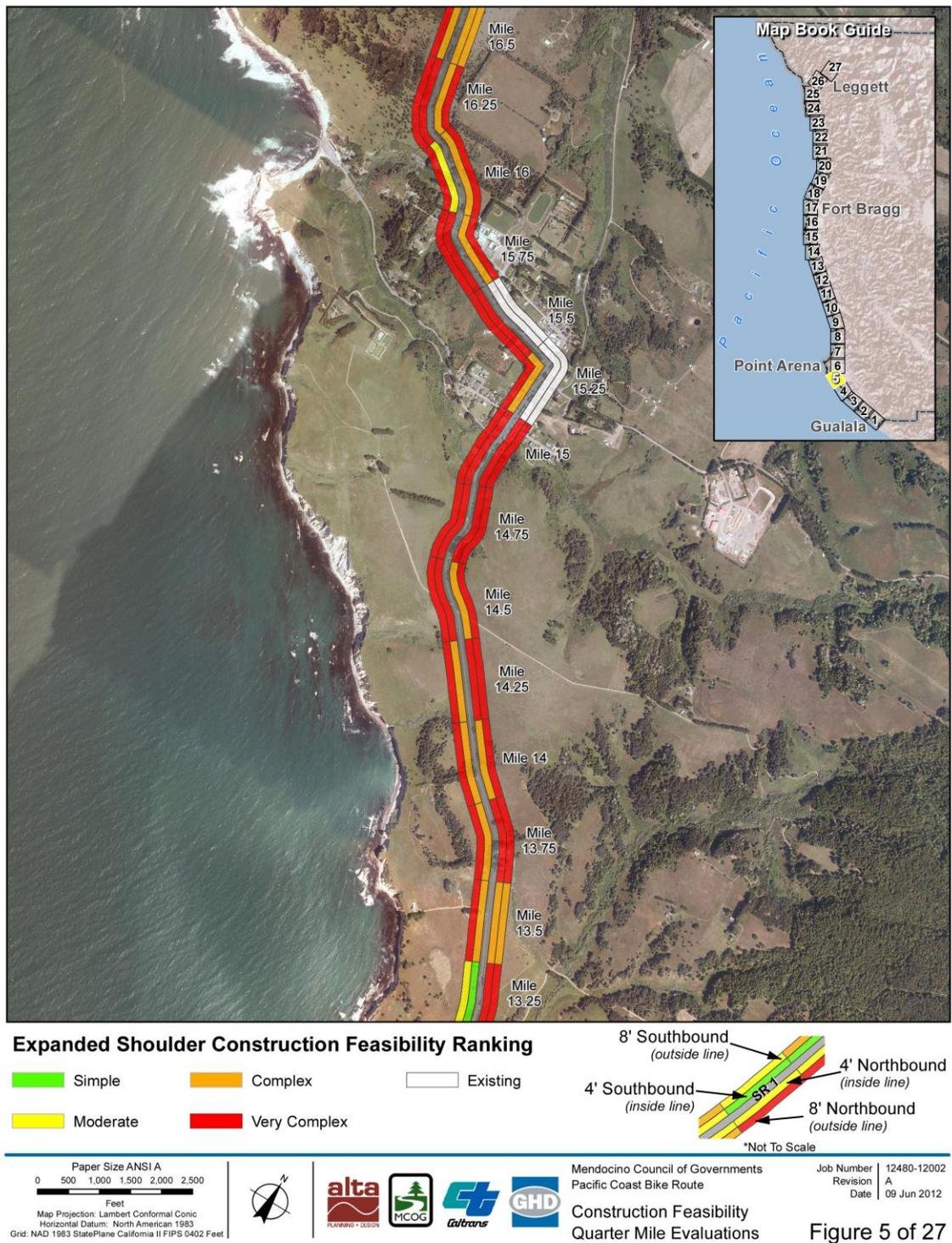
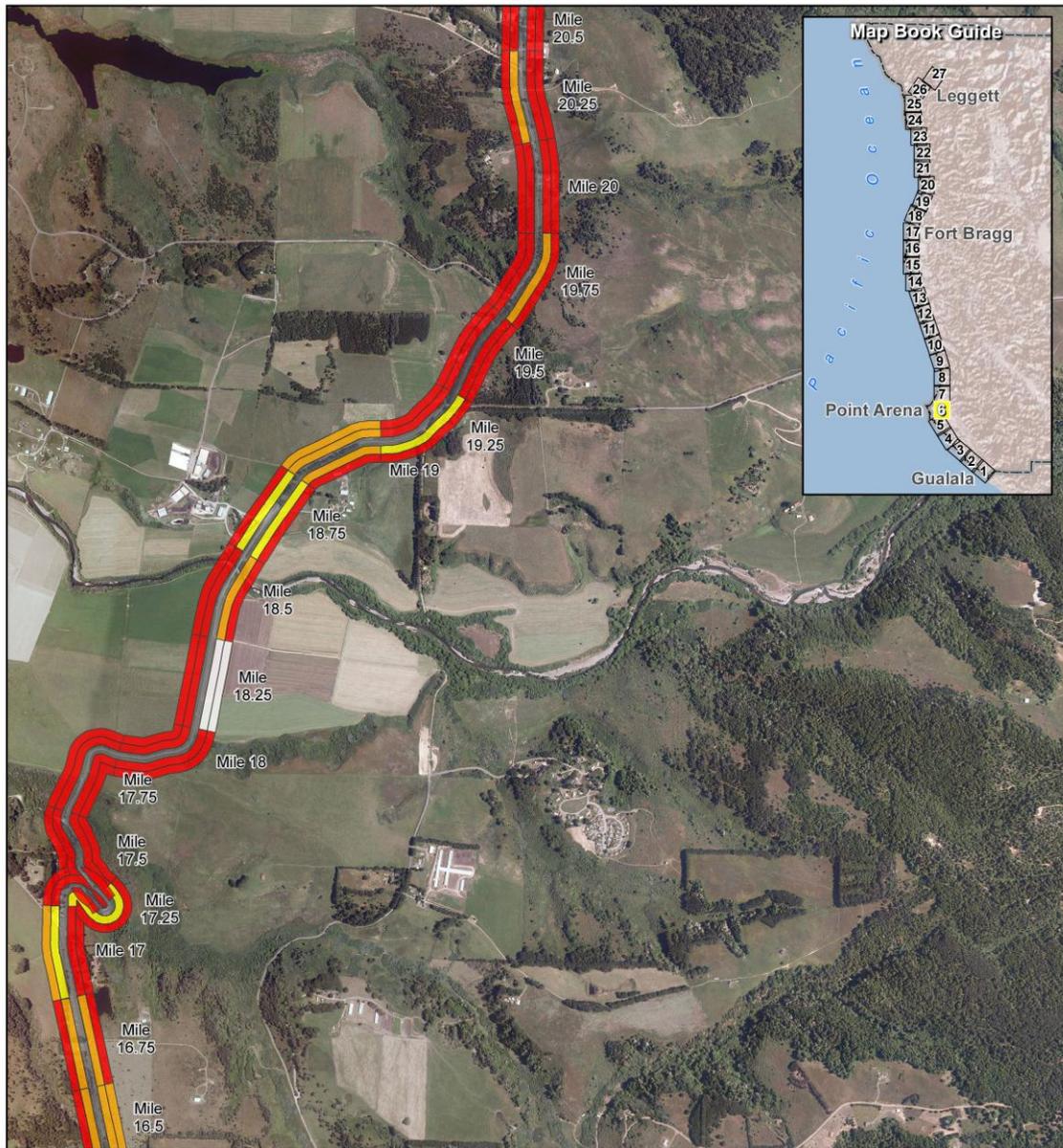
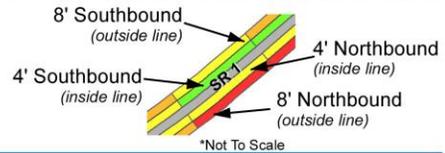


Figure B-6. Analysis Map Series



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



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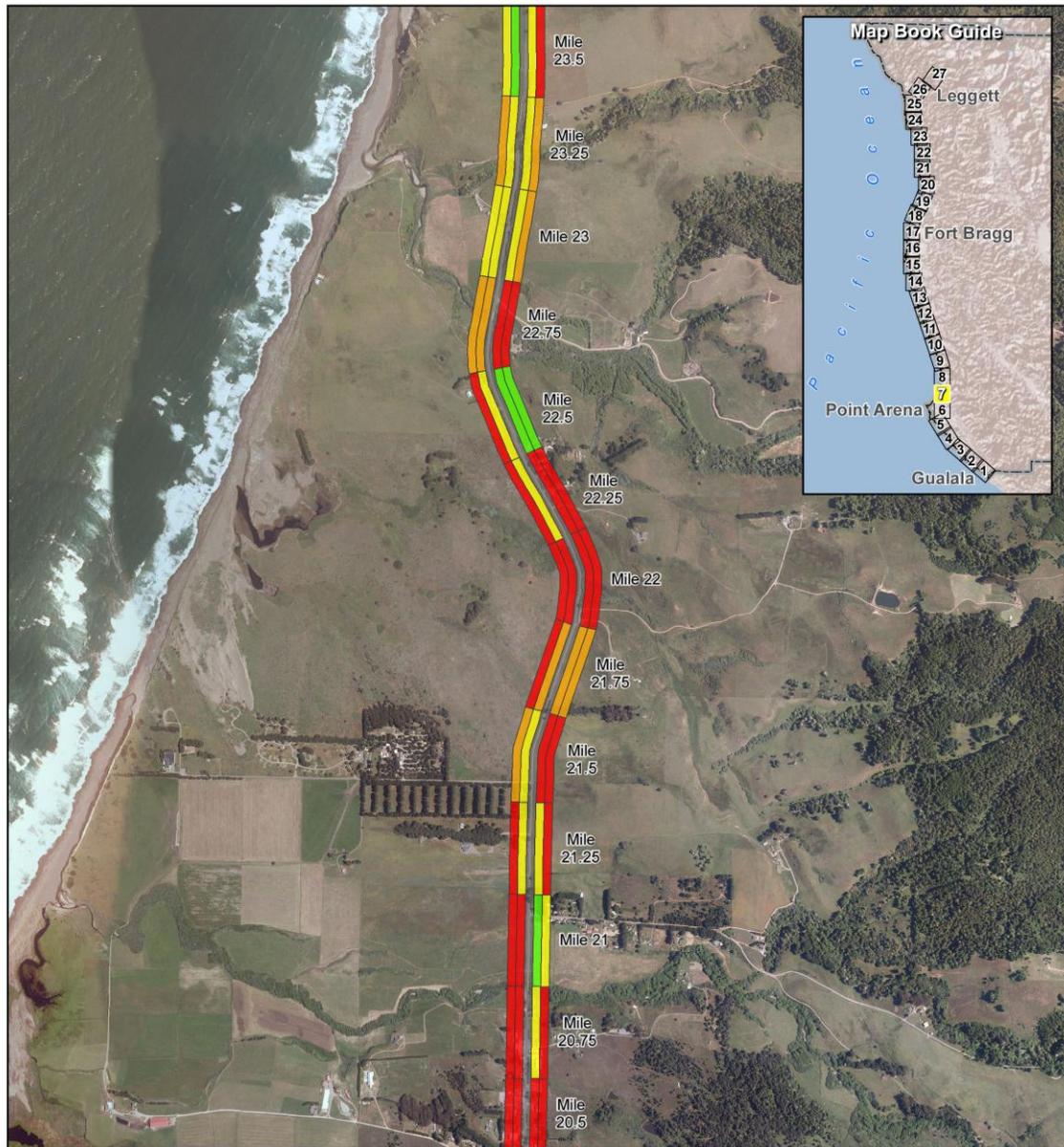
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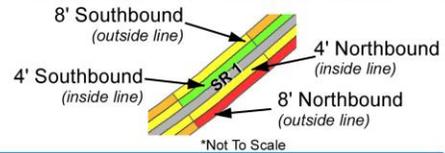
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**Figure B-7. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



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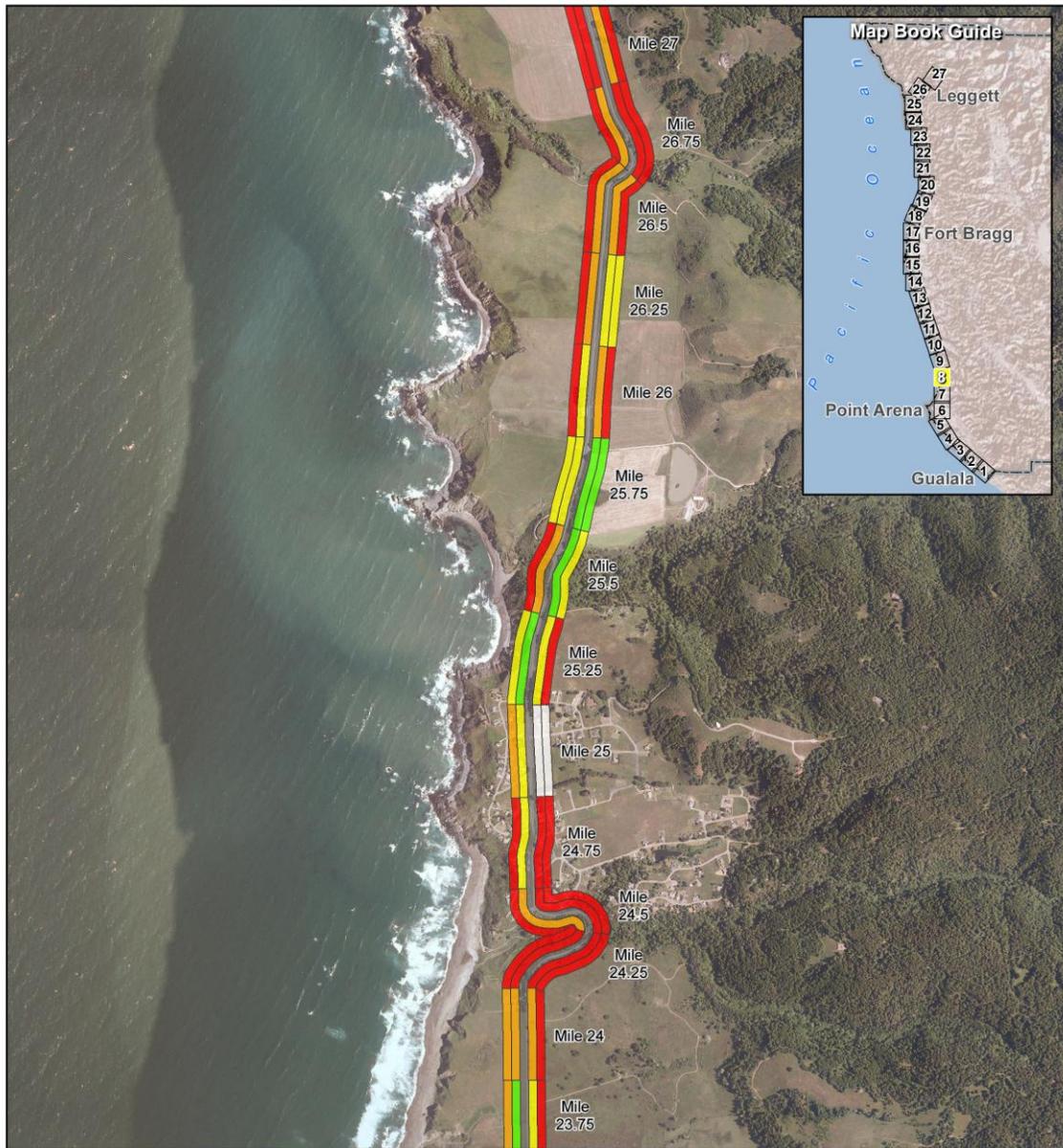
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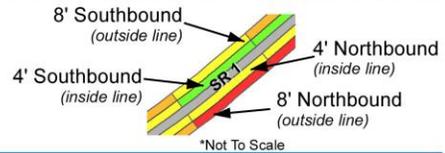
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**Figure B-8. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



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**Figure B-9. Analysis Map Series**

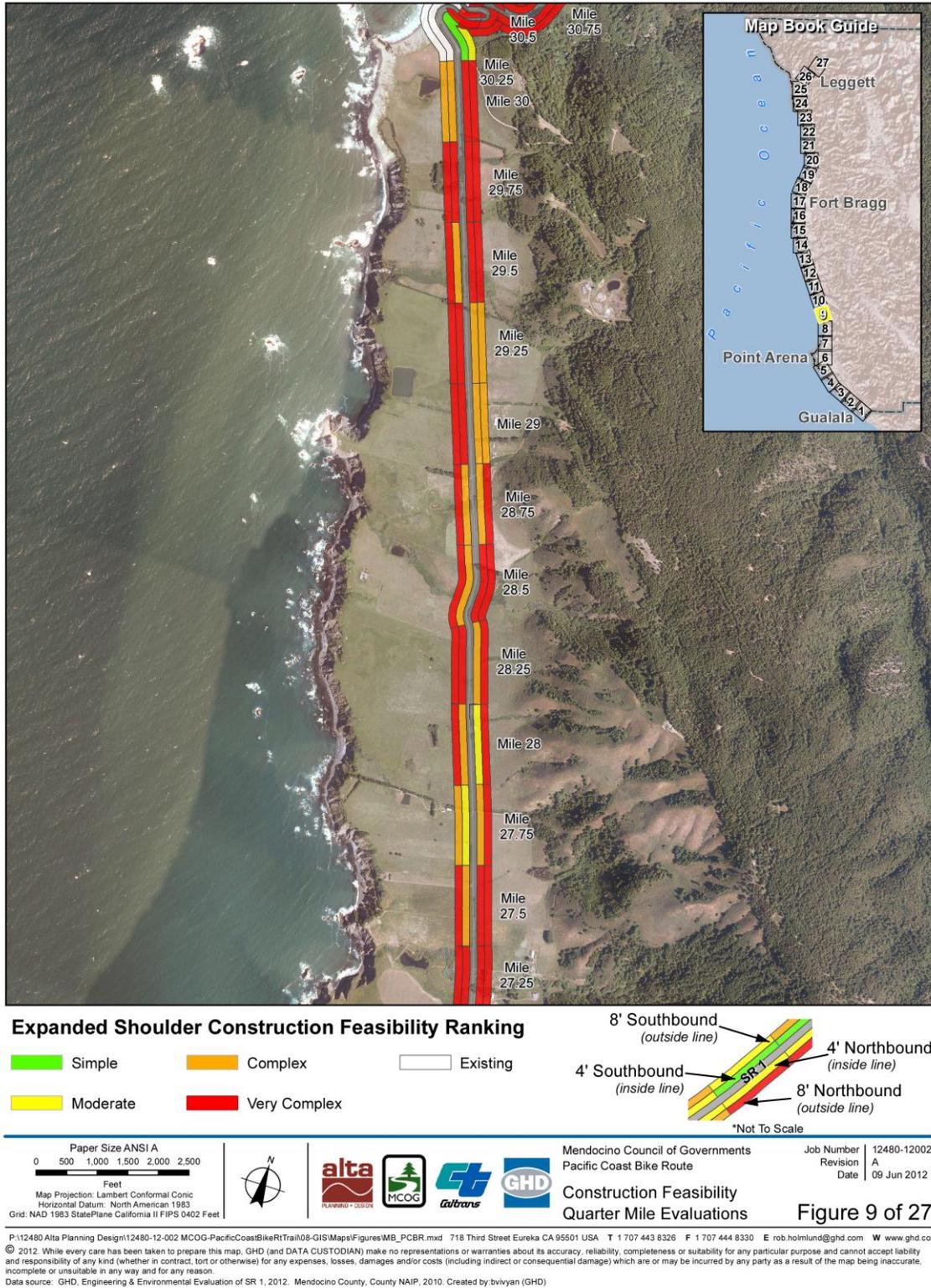


Figure B-10. Analysis Map Series

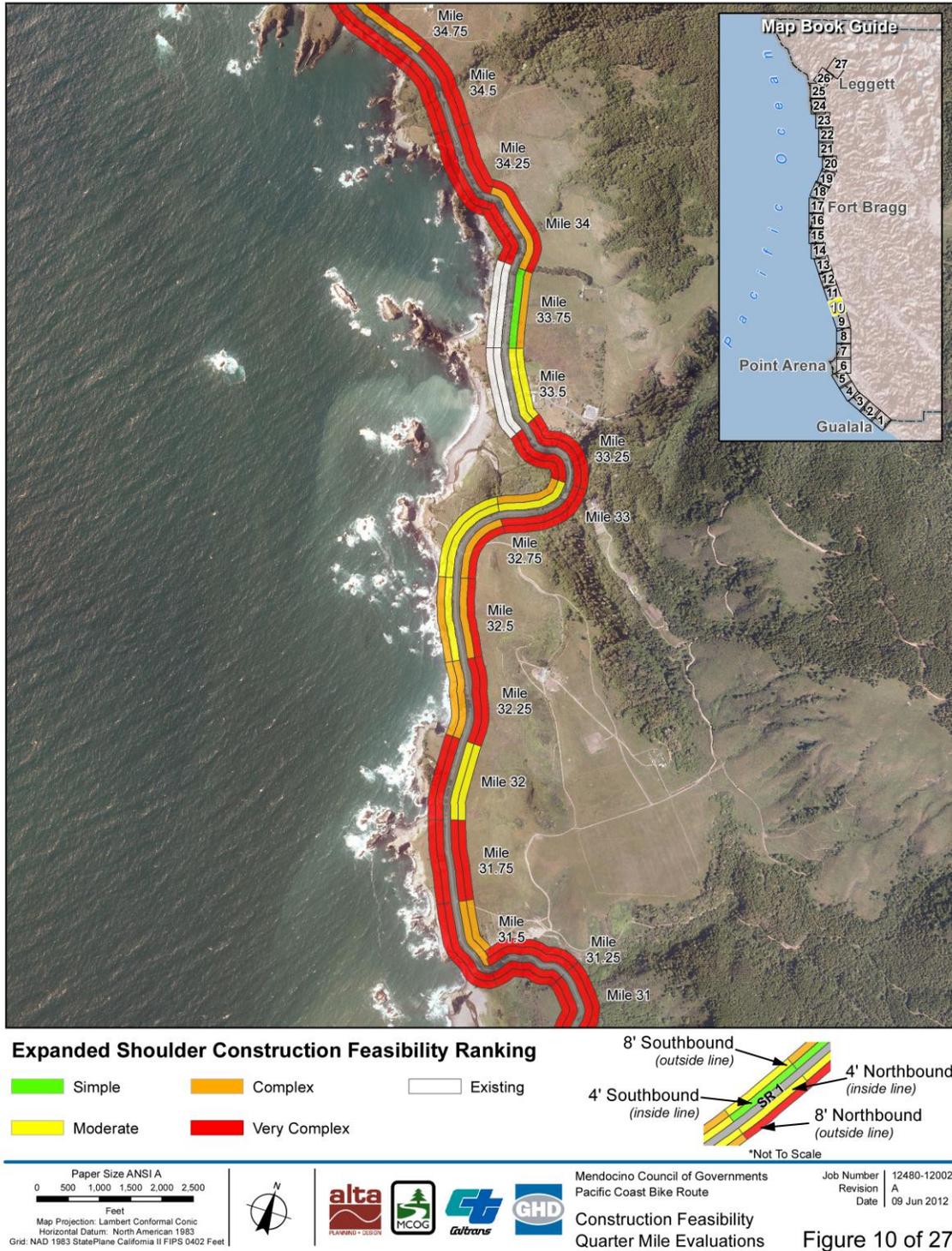
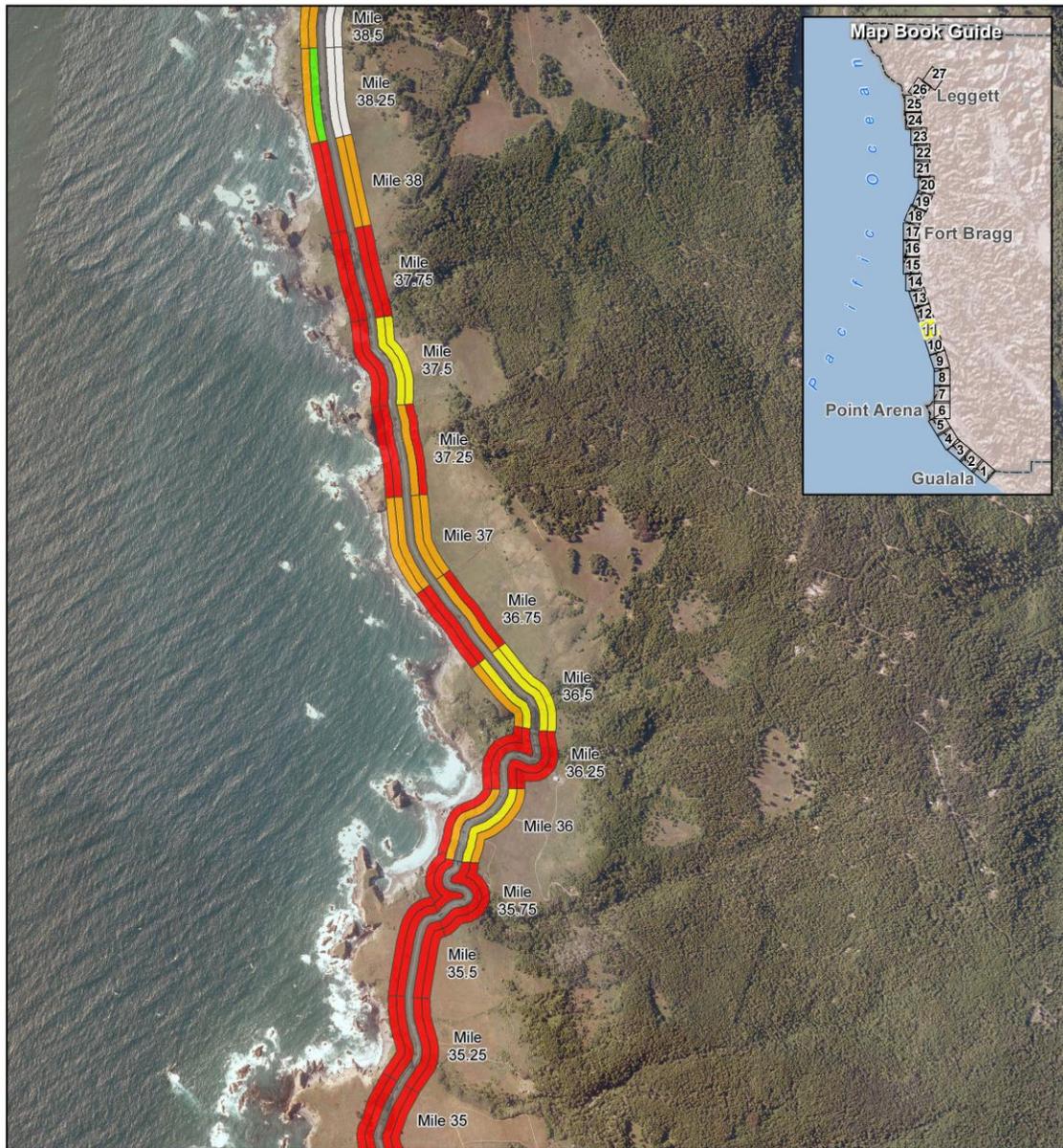
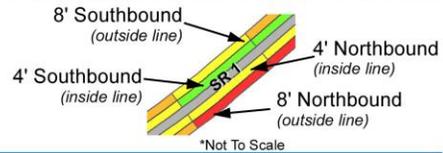


Figure B-11. Analysis Map Series



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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Mendocino Council of Governments  
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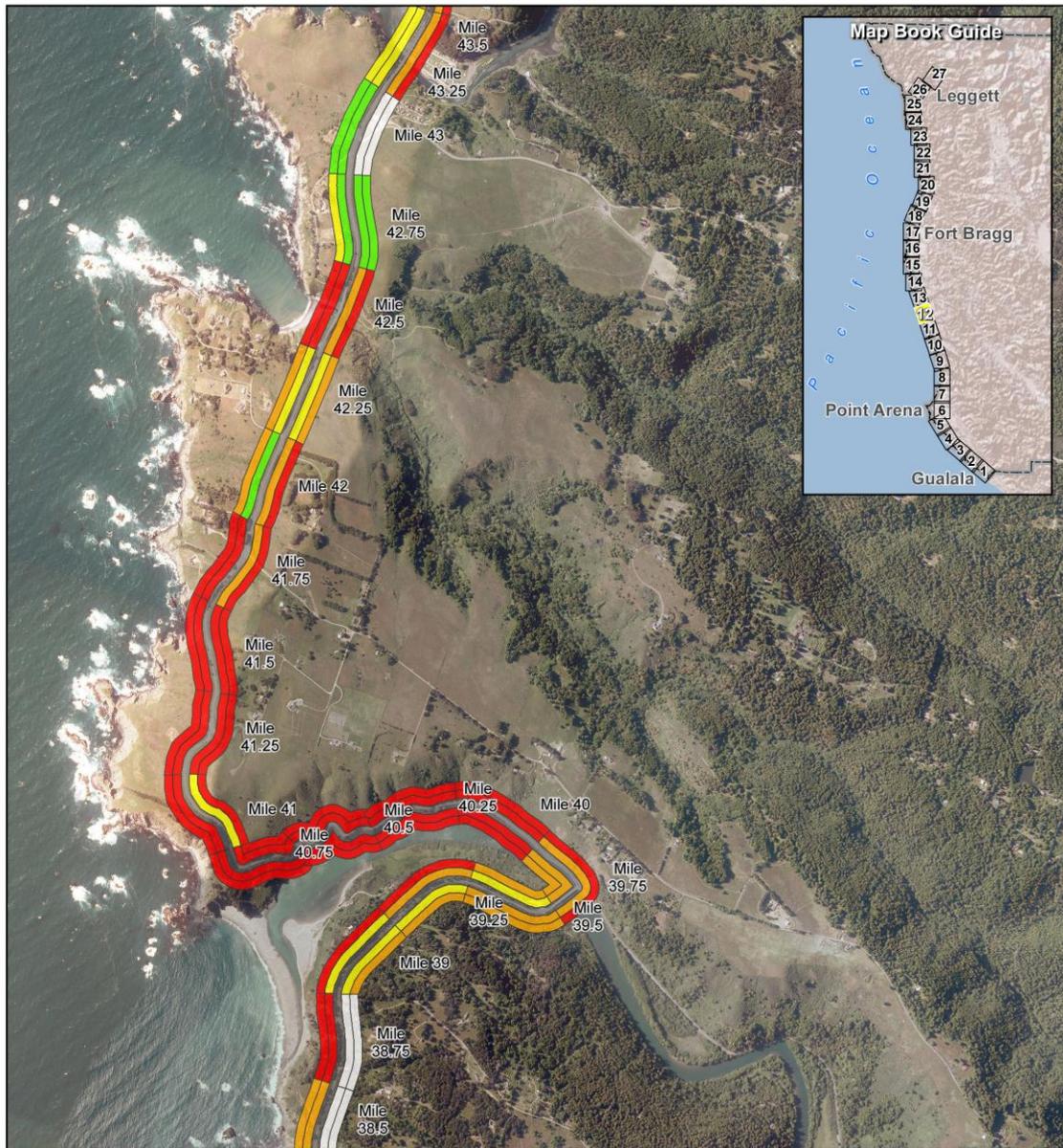
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 Revision A  
 Date 09 Jun 2012

Construction Feasibility  
 Quarter Mile Evaluations

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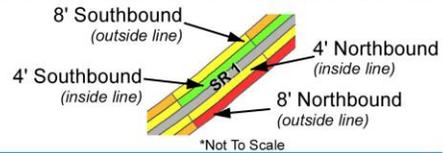
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**Figure B-12. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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 Feet  
 Map Projection: Lambert Conformal Conic  
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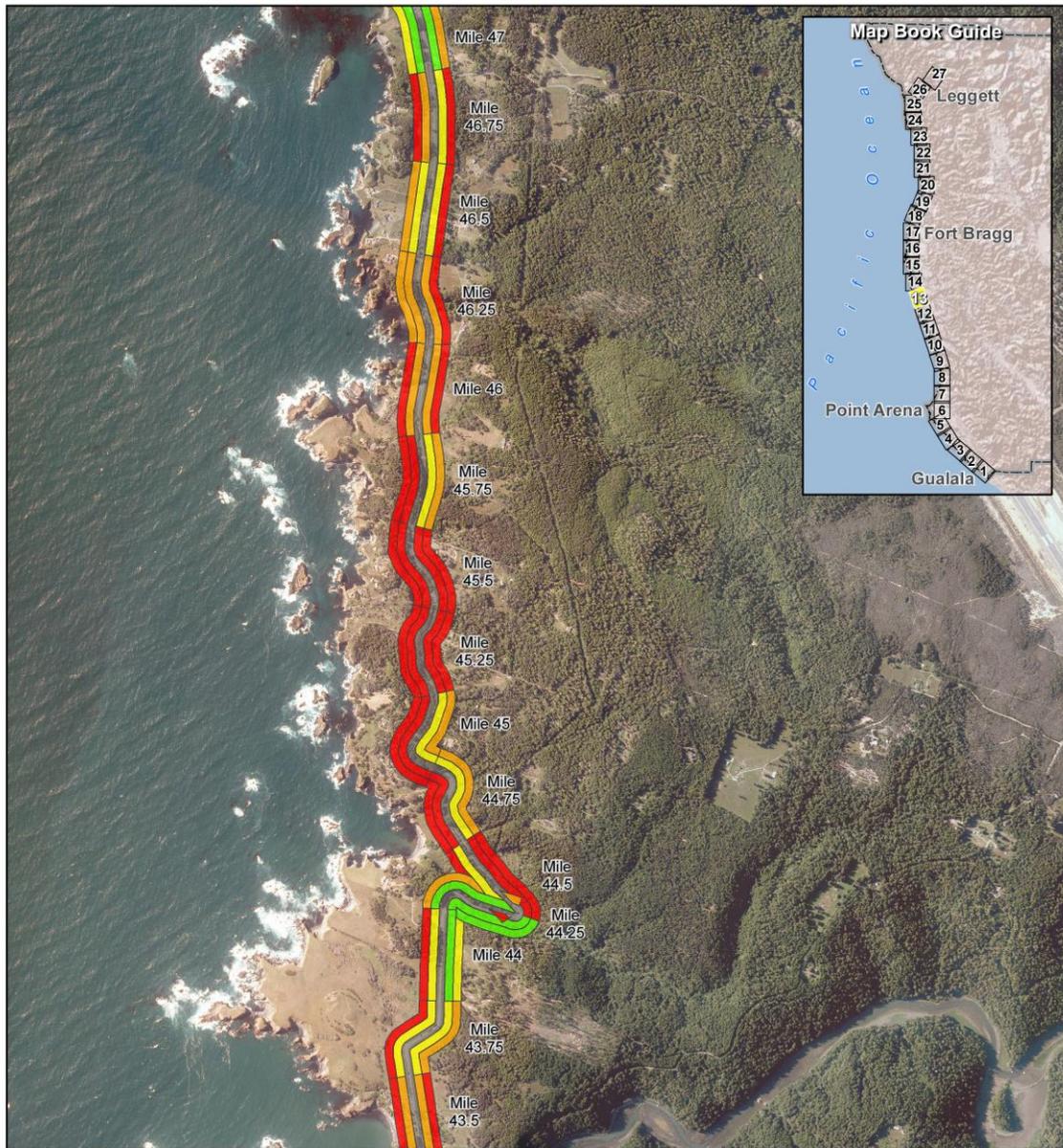
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 Revision A  
 Date 09 Jun 2012

Construction Feasibility  
 Quarter Mile Evaluations

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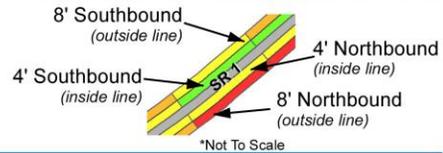
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 Data source: GHD, Engineering & Environmental Evaluation of SR 1, 2012. Mendocino County, County NAIP, 2010. Created by: bviivyan (GHD)

**Figure B-13. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



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 Pacific Coast Bike Route

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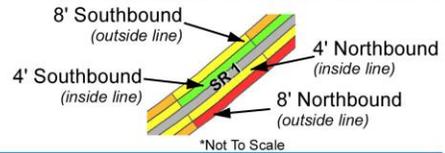
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 Data source: GHD, Engineering & Environmental Evaluation of SR 1, 2012. Mendocino County, County NAIP, 2010. Created by: bviyyan (GHD)

**Figure B-14. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
 0 500 1,000 1,500 2,000 2,500  
 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



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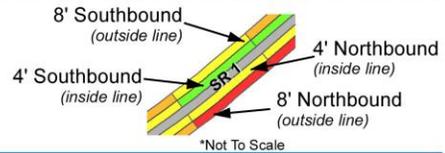
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**Figure B-15. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
 0 500 1,000 1,500 2,000 2,500  
 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



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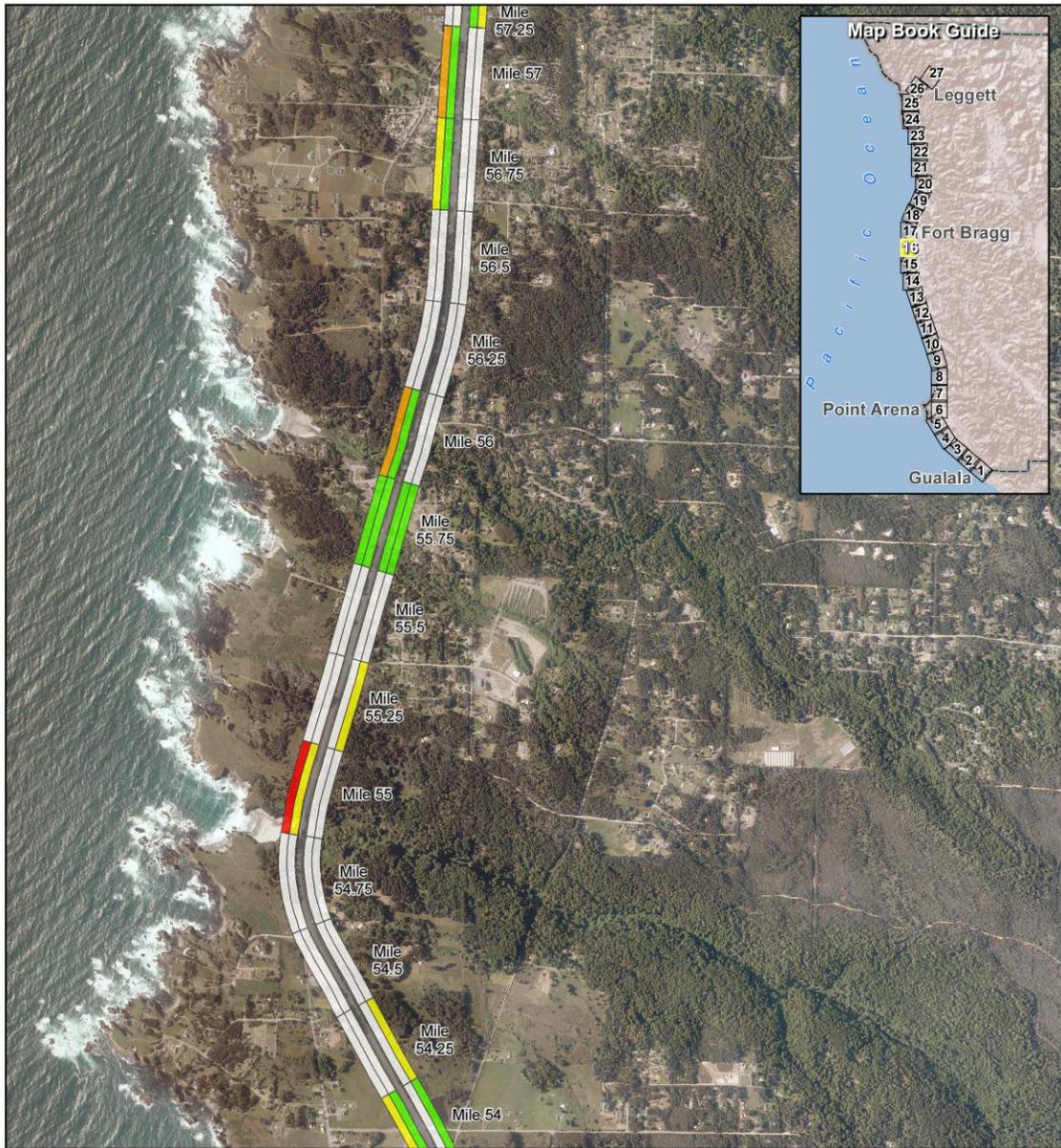
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 Revision A  
 Date 09 Jun 2012

Construction Feasibility  
 Quarter Mile Evaluations

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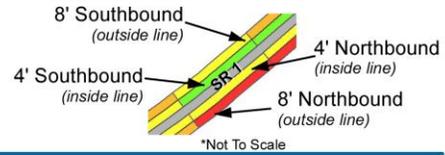
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**Figure B-16. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
 0 500 1,000 1,500 2,000 2,500  
 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
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 Data source: GHD, Engineering & Environmental Evaluation of SR 1, 2012. Mendocino County, County NAIP, 2010. Created by bvivyan (GHD)

**Figure B-17. Analysis Map Series**

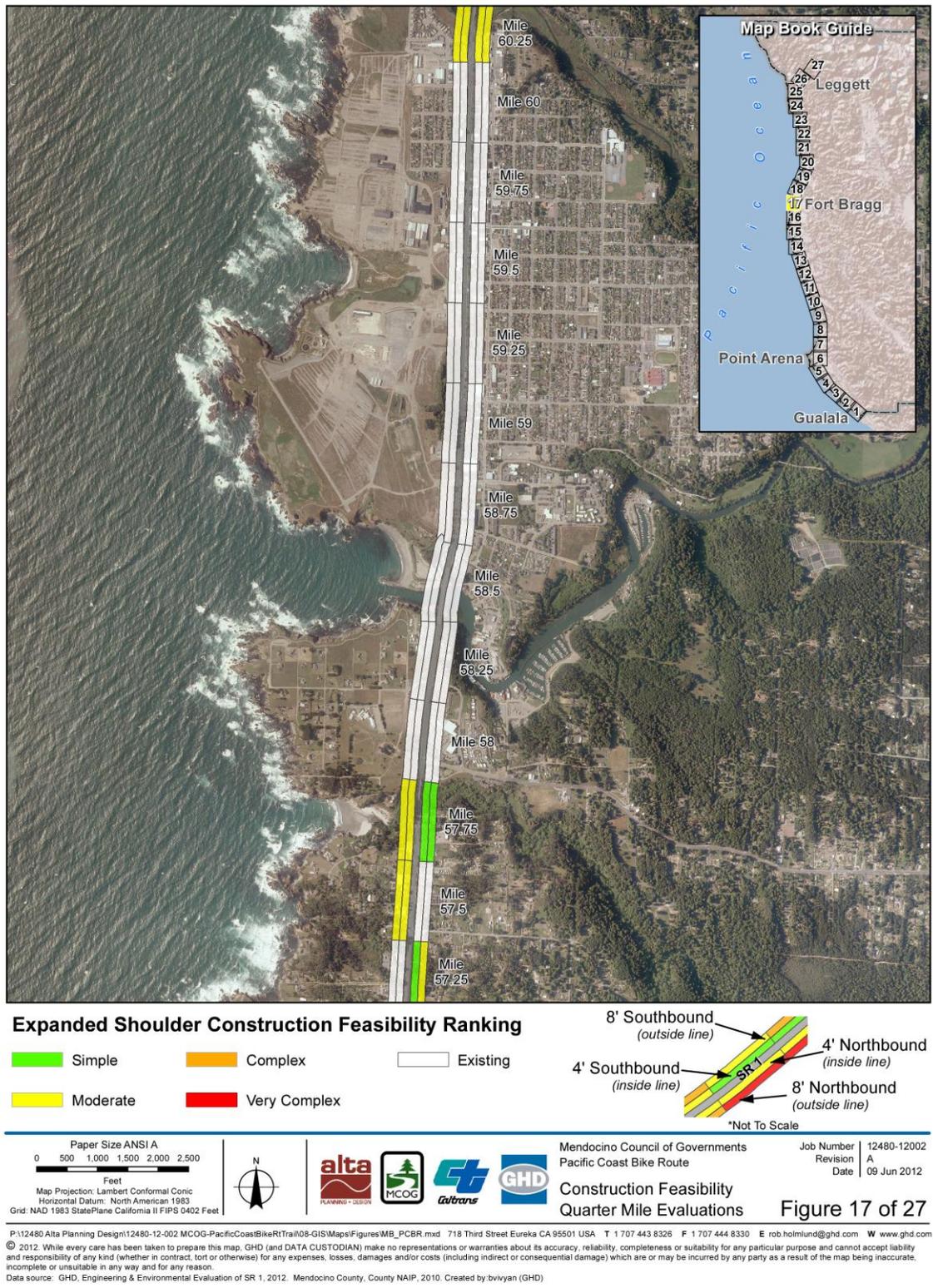
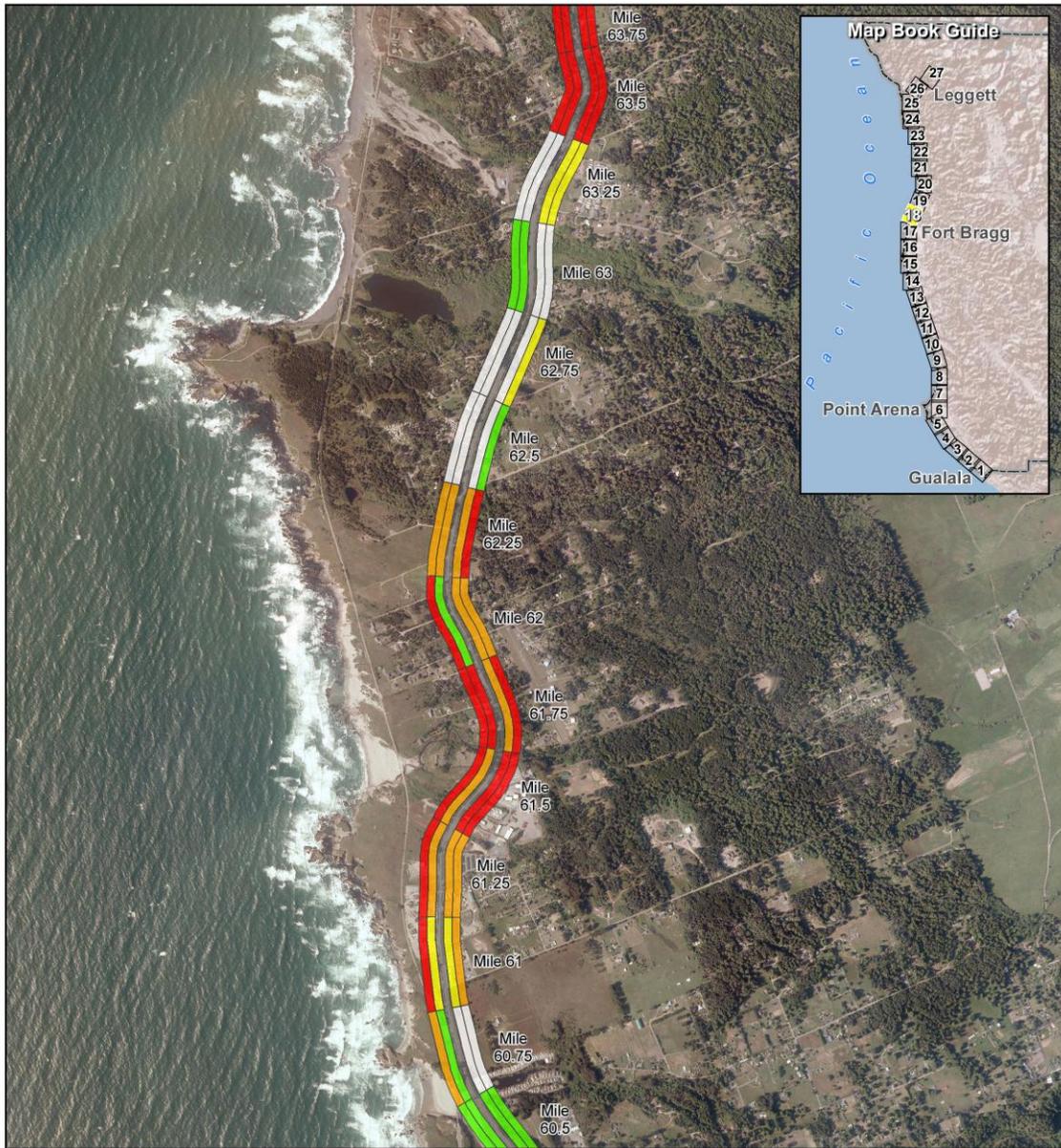
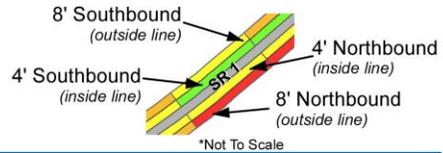


Figure B-18. Analysis Map Series



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



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 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



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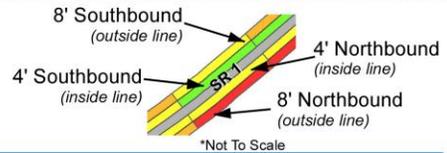
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**Figure B-19. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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 Feet  
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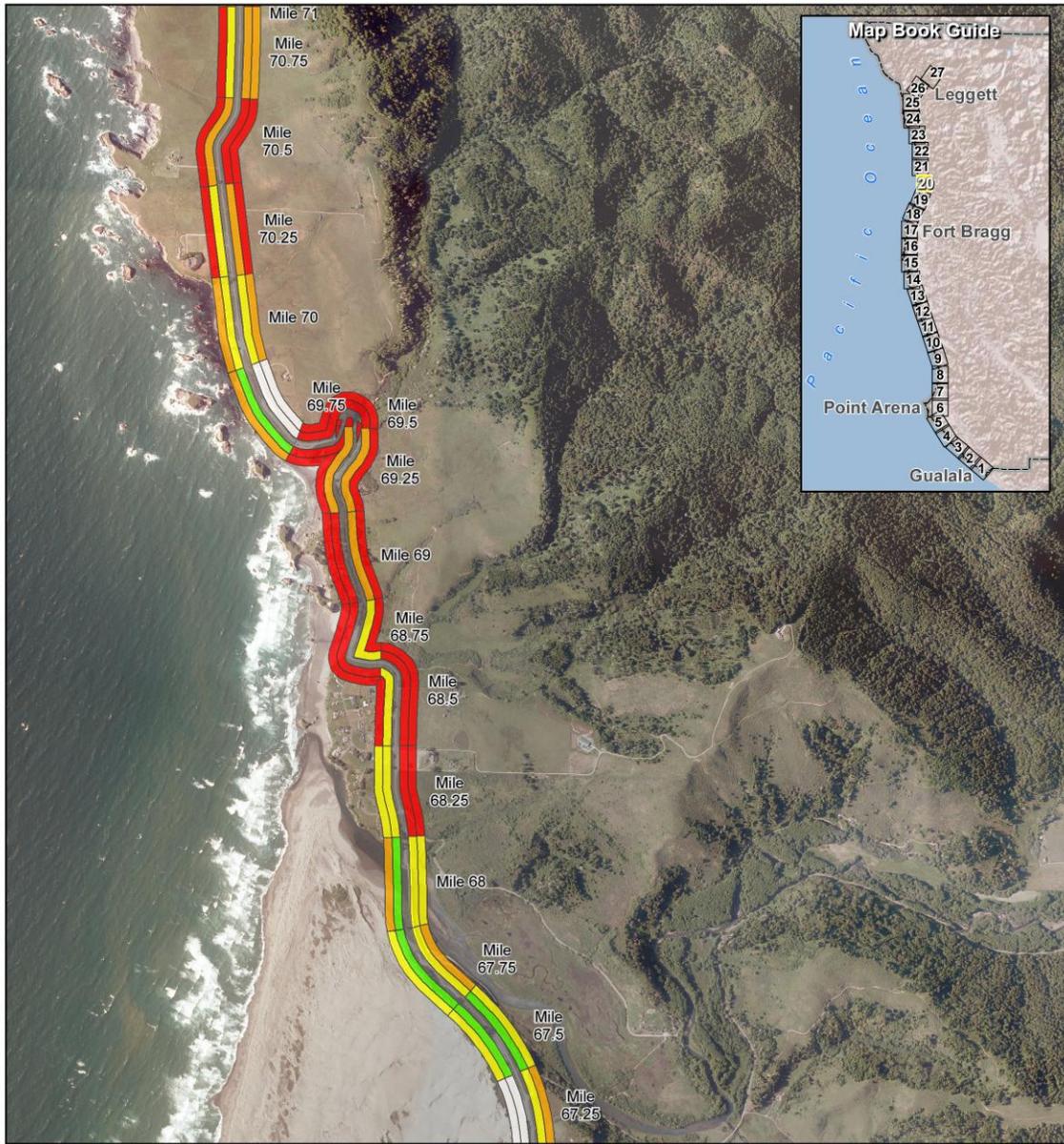
Job Number	12480-12002
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Date	09 Jun 2012

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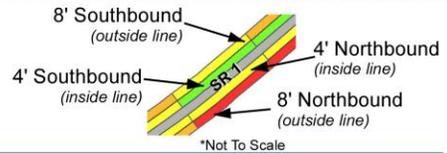
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**Figure B-20. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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 Feet  
 Map Projection: Lambert Conformal Conic  
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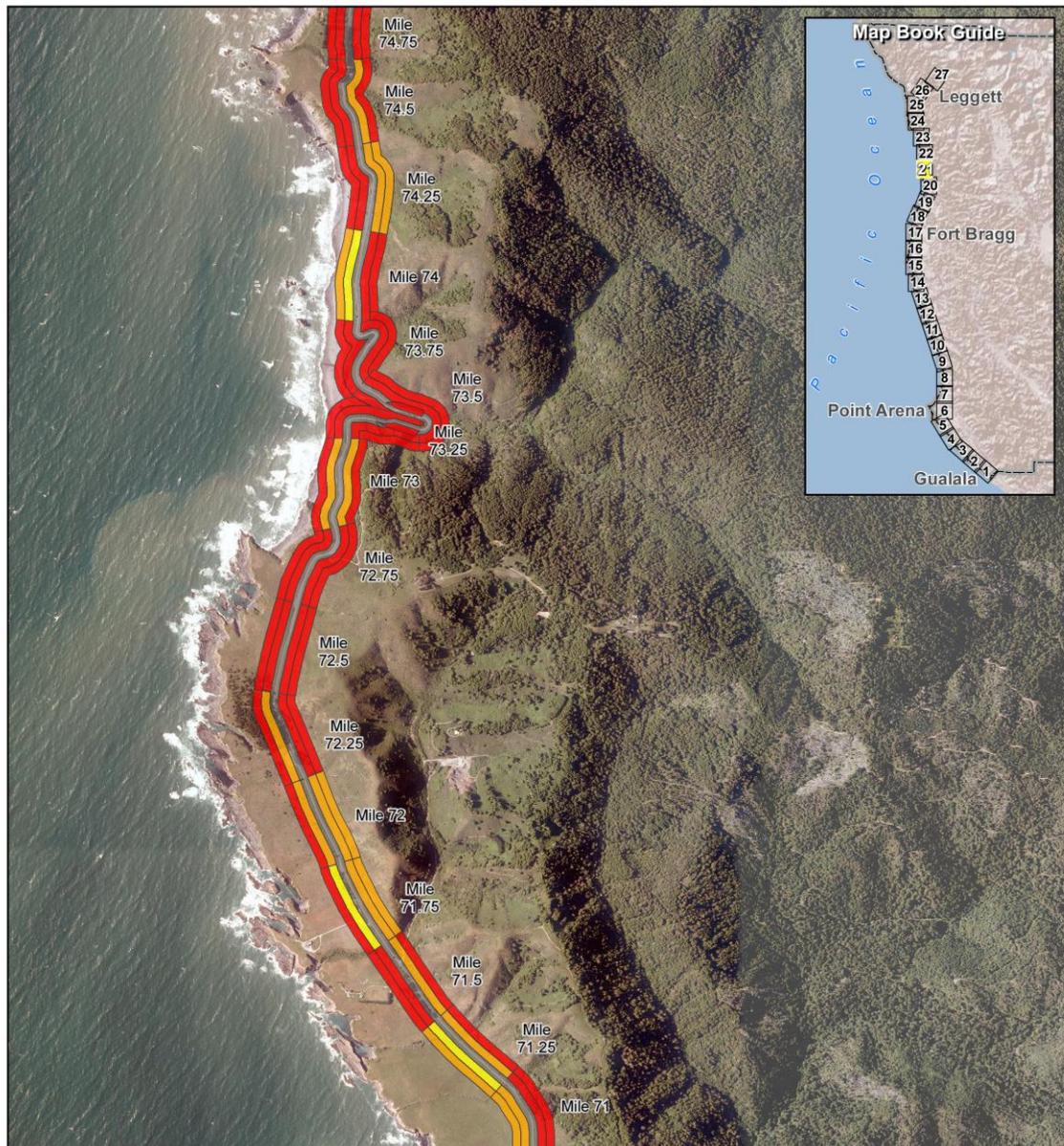


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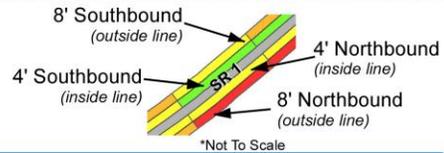
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**Figure B-21. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
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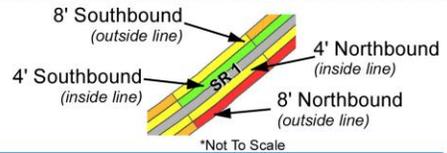
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**Figure B-22. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



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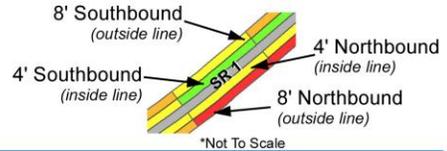
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**Figure B-23. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



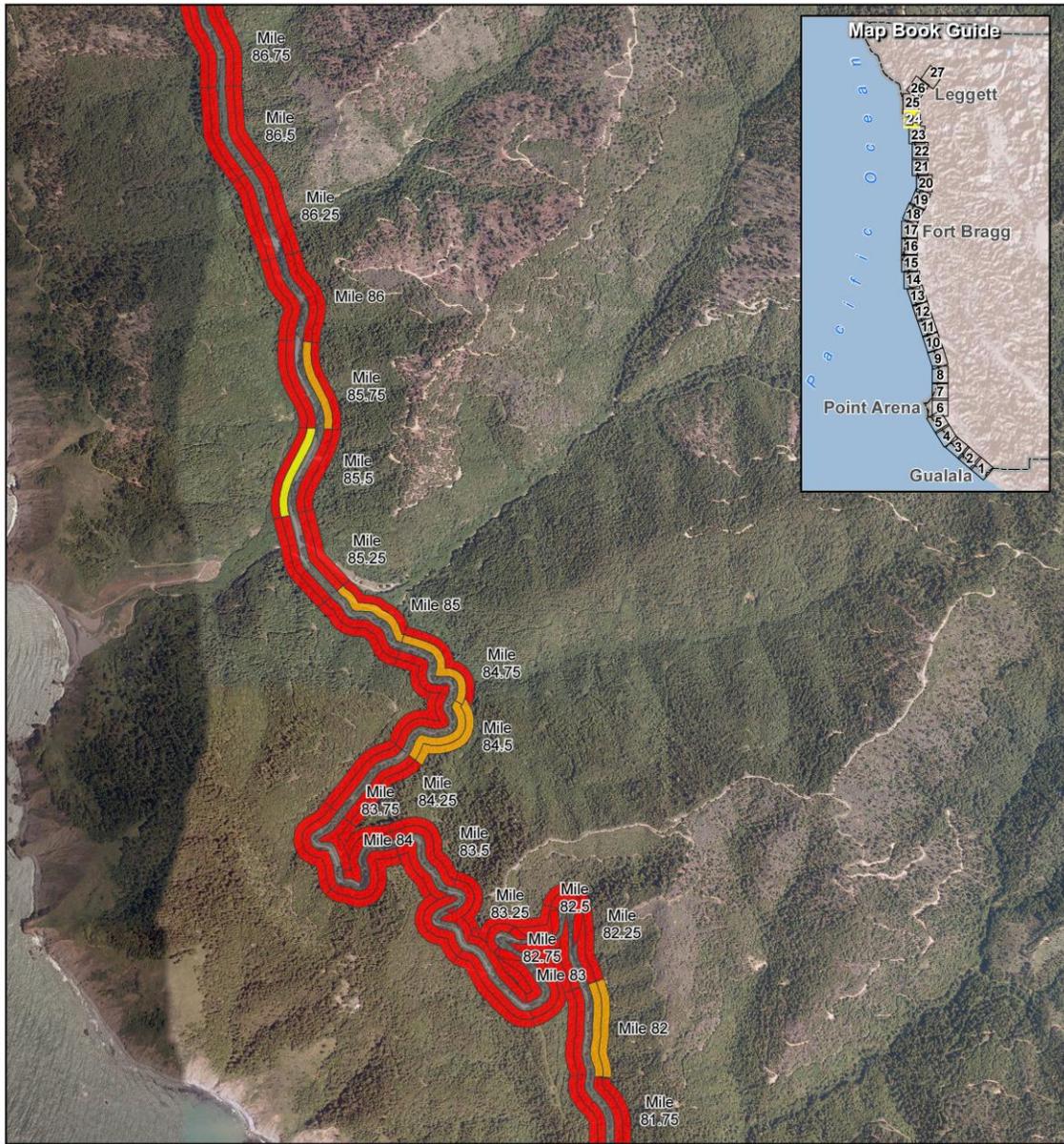
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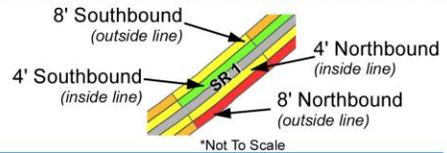
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**Figure B-24. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
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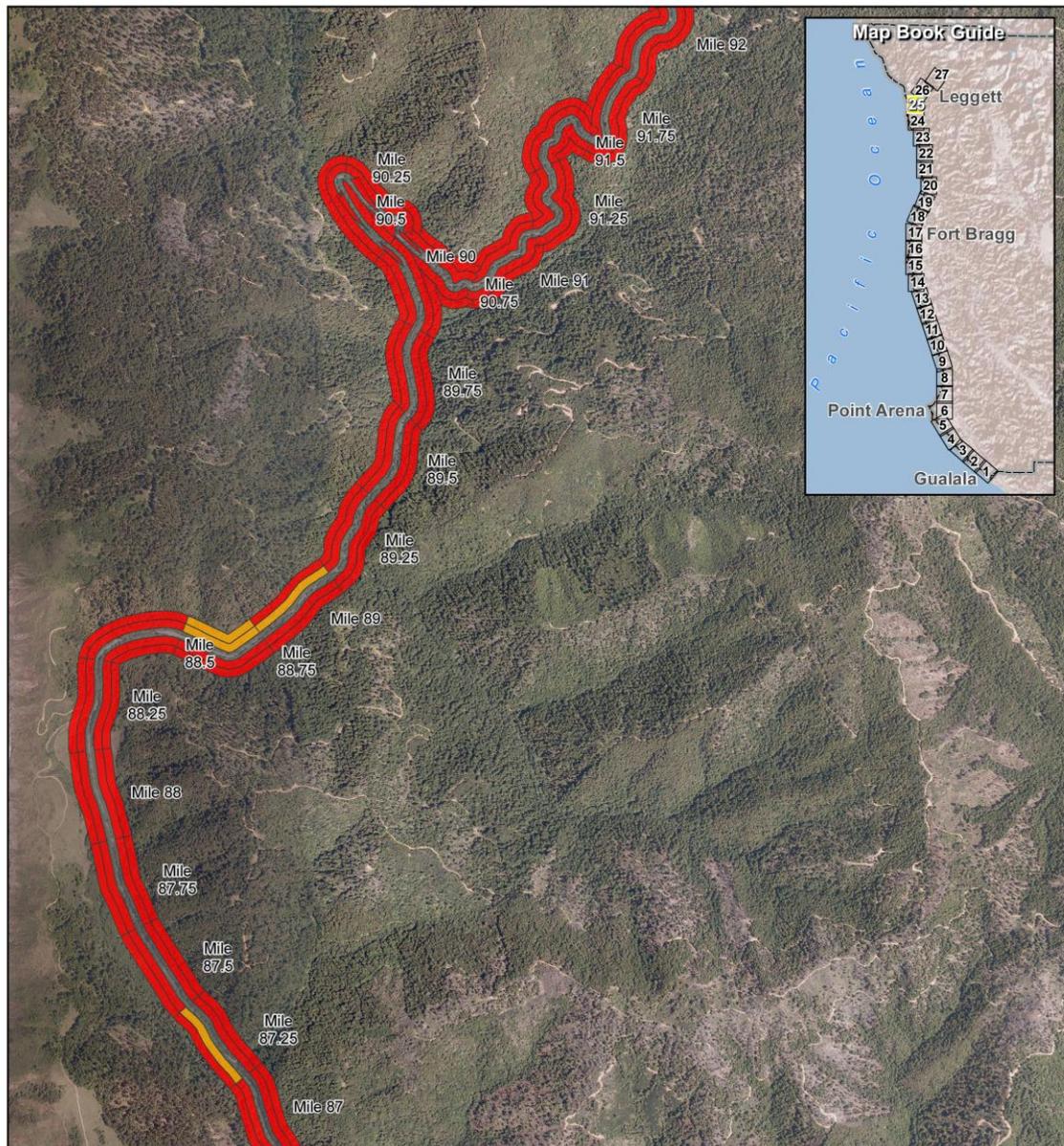
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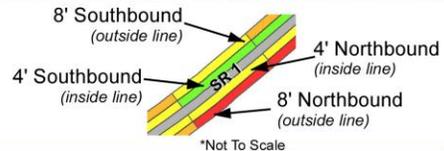
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**Figure B-25. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
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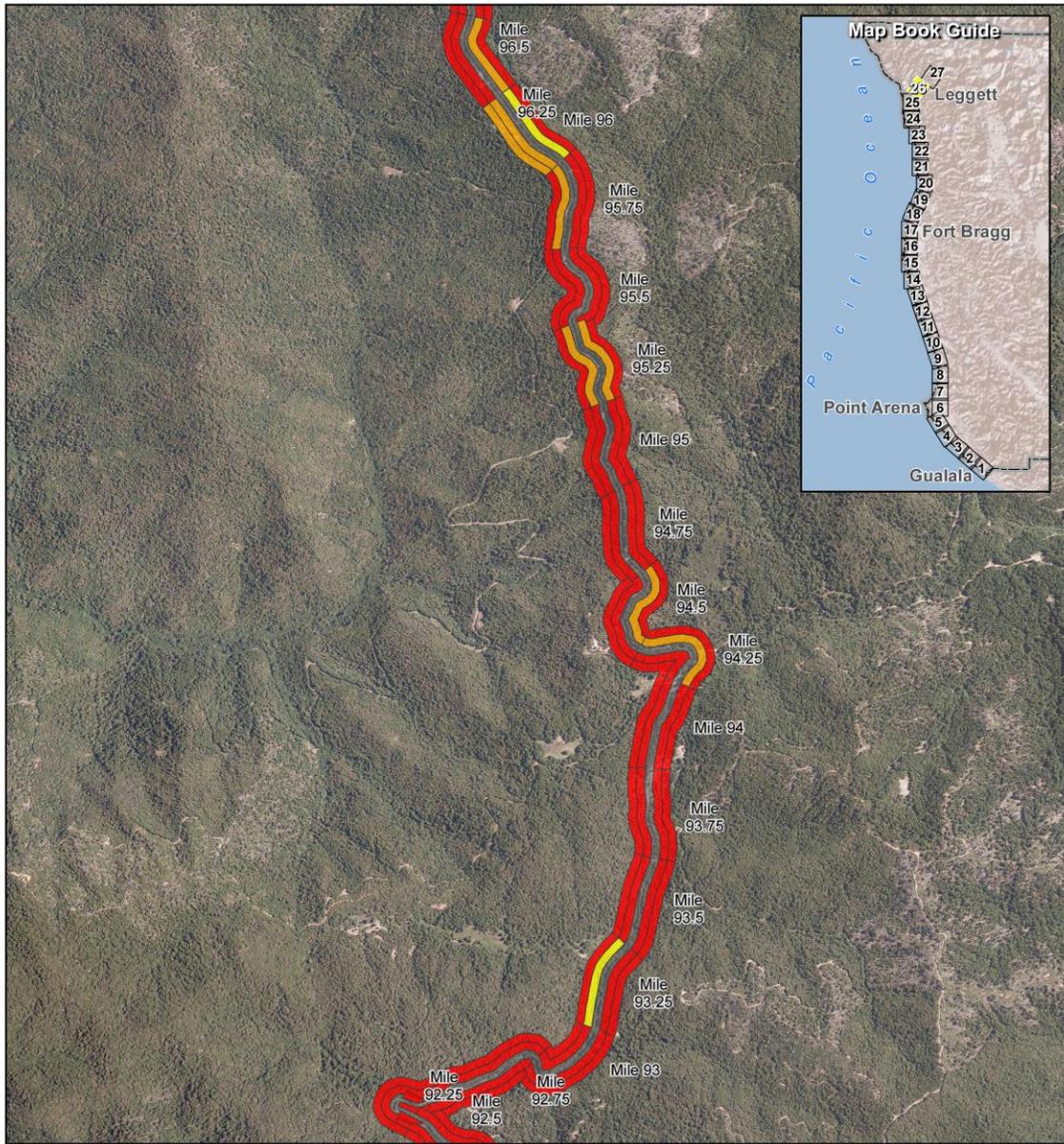
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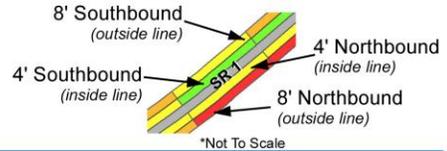
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**Figure B-26. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
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 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



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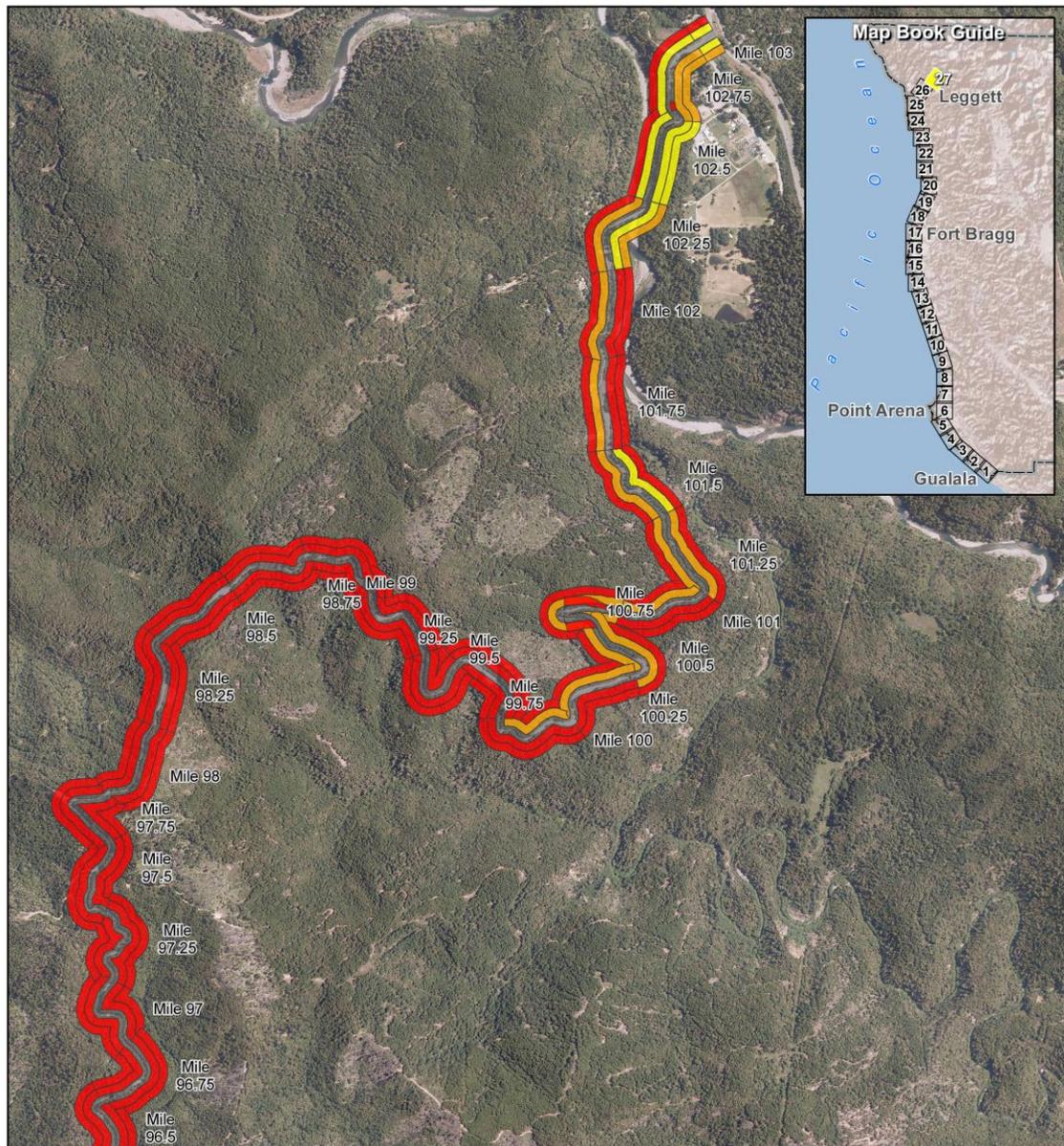
Job Number	12480-12002
Revision	A
Date	09 Jun 2012

Construction Feasibility  
 Quarter Mile Evaluations

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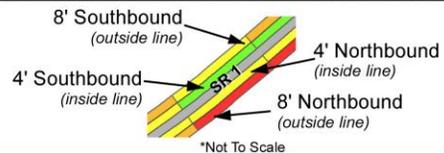
P:\12480 Alta Planning Design\12480-12-002 MCOG-PacificCoastBikeRoute\08-GIS\Maps\Figures\MB\_PCBR.mxd 718 Third Street Eureka CA 95501 USA T 1 707 443 8326 F 1 707 444 8330 E rob.holmlund@ghd.com W www.ghd.com  
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 Data source: GHD, Engineering & Environmental Evaluation of SR 1, 2012. Mendocino County, County NAIP, 2010. Created by: bviivyan (GHD)

**Figure B-27. Analysis Map Series**



**Expanded Shoulder Construction Feasibility Ranking**

- Simple
- Complex
- Existing
- Moderate
- Very Complex



Paper Size ANSI A  
 0 500 1,000 1,500 2,000 2,500  
 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



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**Figure B-28. Analysis Map Series**