

1 UNITED STATES DEPARTMENT OF THE INTERIOR
2 OFFICE OF HEARINGS AND APPEALS
3 BOARD OF LAND APPEALS

4)
5 FRIENDS OF THE NORTH COAST,)
6 DAVENPORT NORTH COAST ASSOCIATION,)
and RURAL BONNY DOON ASSOCIATION,)

7 Appellants.
8)
9)

) IBLA Docket No. IBLA-2021-0313
)
) DECLARATION OF
) JAMES C. JEFFERY III, P.E., PTOE
) IN SUPPORT OF
) MOTION FOR STAY
)

10
11 I, JAMES C. JEFFERY III, declare as follows:

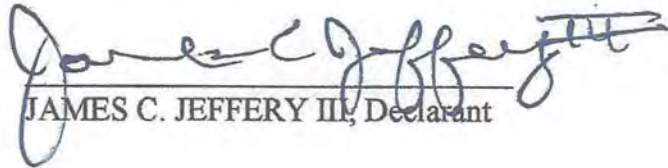
12 1. I am a resident of the State of California and a California registered Traffic Engineer and
13 licensed Civil Engineer. Attached is my *Curriculum Vitae* which contains among other information detail
14 concerning my various licenses and establishes my qualifications to perform the work described below. I
15 have been practicing for over 45 years in the local area. In my practice I provide expert consultation as
16 well as litigation support and expert testimony. Before entering private practice I was employed as a City
17 Traffic Engineer and AMBAG Regional Traffic/Transportation Engineer. In private practice I have also
18 worked as a Consulting City Traffic Engineer for the City of Saratoga. A key component of my traffic
19 engineering work on behalf of municipalities has been the prevention of inadequate safety design.
20

21 2. In April of 2022 I was requested to provide expert traffic engineer analysis on
22 behalf of DNCA, Big Creek Lumber, Molino Creek Farm, and FONC regarding the proximity to
23 Warrenella Road of BLM's proposed Access to its proposed Warrenella Road Parking Area.

24 3. I requested and was provided with or acquired sufficient context and information
25 to perform such analysis and provided it in the form of the attached letter opinion analyzing the
26 "Impacts on Warrenella Road Intersection with Cement Plant Road from Proposed BLM Access
27
28

1 to Cotoni-Coast Dairies” and attachments thereto, addressed to the Santa Cruz County Director
2 of Public Works and BLM Field Manager Ben Blom.

3
4 I declare under penalty of perjury that the foregoing is true and correct. Executed on May
5 6, 2022.

6 
7 JAMES C. JEFFERY III, Declarant
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JAMES C. JEFFERY III, P.E., PTOE

Traffic and Civil Engineering Consulting Services

CURRICULUM VITAE

Professional Experience

<i>Principal Consultant</i>	Traffic and Civil Engineering Consulting Services Offices in Sacramento and San Jose, CA 1983 – Present
<i>Consulting City Traffic Engineer</i>	City of Saratoga, CA 2000 – 2004
<i>Regional Traffic/Transportation Engineer</i>	Association of Monterey Bay Area Governments Monterey, CA 1981 – 1983
<i>Assistant Civil Engineer</i>	County of Santa Cruz, Santa Cruz, CA 1979 – 1981
<i>Engineer Associate</i>	City of San Jose, San Jose, CA 1975 – 1979

Professional Licenses

<i>Traffic Engineer</i>	Professional Engineer Registration No. 1179, California
<i>Civil Engineer</i>	Professional Engineer License No. 36644, California
<i>General Engineering Contractor</i>	License No. 391026, California
<i>Professional Traffic Operations Engineer Board</i>	License No. 197 Transportation Professional Certification
<i>California Driver's Licenses</i>	Class C, A and M1

Education

Bachelor of Science Degree, Engineering Management, San Jose State University (1971)
Bachelor of Science Degree, Environmental Studies, CSU San Jose (1973)

Professional Affiliations

Institute of Transportation Engineers (ITE) **Life Fellow**
Expert Witness/Safety Council
California Board of Professional Engineers and Land Surveyors, Technical Witness
Forensic Expert Witness Association
American Society of Civil Engineers
Engineers Without Borders

Publications

<u>Implementing Road Safety Audits in North America</u>	ITE TSC 96-01
<u>Survey of Traffic Circulation & Safety at School Sites</u>	ITE TSC 4S-08
<u>ITE Expert Witness Information Notebook</u>	ITE IR 099

JAMES C. JEFFERY III, P. E., P.T.O.E.
Traffic and Civil Engineering Consulting Services
CURRICULUM VITAE ATTACHMENT

Detailed Description of Experience and Expertise

Traffic Engineering

Highway Design

Designed streets and highways, including signing and striping
Provided peer review of geometric design of streets and highways
Performed preliminary roadway engineering, including analysis of alternatives with accompanying cost estimates
Conducted sight distance investigations
Determined the best solutions for traffic access to subject site; recommended modifications to access solutions proposed or provided by public agencies
Determined appropriate traffic control devices, including speed humps
Designed traffic control plans for construction zones

Plan Line Studies

Reviewed survey information and existing improvements
Prepared plan lines showing the ultimate right-of-way, curb, gutter and sidewalk, utility easements, medians and roadway cross sections; cost estimates included

Traffic Signal Design and Traffic Systems

Designed and redesigned traffic signal installations
Optimized traffic signals using SOAP, Passer II, TRANSYT 7 and other computer programs
Determined potential regional air quality produced by optimizing region's signalized intersections

Transportation Engineering Studies

Recommended neighborhood traffic control measures in order to mitigate adverse thru traffic in a residential area
Created School Area Pedestrian Safety Policy
Conducted counter programs, license plate surveys, road condition surveys and parking surveys

JAMES C. JEFFERY III, P.E., P.T.O.E.
Traffic and Civil Engineering Consulting Services
CURRICULUM VITAE ATTACHMENT

Detailed Description of Experience and Expertise

Roadway Design Defect and Design Immunity

Collision Site Investigation

All Jurisdictions

All Types of Vehicles Pedestrians Bicyclists

All Land Use Types

All Roadway Types

Freeways and Highways Urban and Suburban Streets

Rural Roadways Intersections Private Roadways, Driveways

Special Sites

Guard Rails, Poles, Medians

Parking Lots (Speed Bumps, Wheel Stops & Pedestrian Access)

Rail Lines Mass Transit

Roadway Design, Construction & Maintenance Evaluation

Sight Distance Evaluation

Dangerous Condition of Public Roadway

Roadway Construction Defects

Signing and Striping Defects

Standard of Care Compliance

Change of Condition Determination

Pavement Condition Rating/Defects

Maintenance Standards & Practices

Construction Zone Accident Investigation

Work Zone Traffic Safety

Traffic Control Plans

Inspection Practices

Contract Compliance

Accident Hazard Review

Roadway Safety Audits

Accident Mitigation Measures

Identifying Conditions Causal to Accidents

Accident Frequency Review for Notice

Risk Assessment/Exposure

Traffic Signal Timing, Design and Maintenance

Designed and reviewed traffic signal plans and lighting studies

JAMES C. JEFFERY III, P.E., P.T.O.E.
Traffic and Civil Engineering Consulting Services
CURRICULUM VITAE ATTACHMENT

Detailed Description of Experience and Expertise

Transportation Planning
Rural, Small Urban & Metropolitan Areas

Traffic Impact Analyses

Level Of Service (LOS) calculations
Site planning, parking, access, circulation studies
Traffic impact fee nexus
Mitigation measures recommended include on and off-site roadway traffic control devices, roadway and parking lot re-design, signing and striping, signal modification, neighborhood traffic control

Traffic Data Studies

Vehicle count and classification, speed survey, traffic delay, signal pre-emption and traffic signal warrant studies, license plate and origin/destination surveys
Highway Program Monitoring System Inventory including pavement condition

Traffic Data Analysis Reports

Traffic safety, on/off street parking analysis, trip generation rate
Mixed use traffic and parking reduction
Pedestrian flow in non-commercial expressive activity

General Plan Circulation Element

Created comprehensive traffic demand and forecasting studies for the corridor and circulation element of a General Plan using several traffic demand models; prepared accompanying environmental impact analysis

School Site Circulation

Pedestrian safety policy and traffic circulation in school zones

Land Use

Eminent Domain
Prescriptive Easement
Roadway Easement
Public Representation
Public Records Research

April 24, 2022

Matt Machado, Deputy CAO and Public Works Director
County of Santa Cruz
701 Ocean Street, Room 400
Santa Cruz, CA 95060

Ben Blom, Field Manager
Central Coast Field Office
940 2nd Ave., Marina, CA
93933-6009

Subject: **Impacts on Warrenella Road Intersection with Cement Plant Road
from Proposed BLM Access to Cotoni-Coast Dairies**

Dear Director Machado and Field Manager Blom:

I am a California registered Traffic Engineer and licensed Civil Engineer, in private practice for over 45 years in the local area. In my practice I provide expert consultation as well as litigation support and expert testimony. Before entering private practice I was employed as a City Traffic Engineer and AMBAG Regional Traffic/Transportation Engineer. In private practice I have also worked as a Consulting City Traffic Engineer for the City of Saratoga. A key component of my traffic engineering work on behalf of municipalities has been the prevention of inadequate safety design. At the request of four interested parties,¹ I have been requested to provide an analysis of the traffic conflict and safety impacts resulting to the Warrenella Road intersection with Cement Plant Road from the proposal by BLM to add an Access with Cement Plant Road approximately 60 feet to the north in order to serve a proposed 42-vehicle Parking Lot for the northern entrance to Cotoni-Coast Dairies. My conclusion is that the BLM proposal, if implemented, would result in significant traffic conflicts and safety impacts. My explanation follows.

Regulatory and Policy Context

Pursuant to County Code §9.70.380(B):

all encroachment work performed on any County-maintained road or right-of-way under the jurisdiction of the County shall conform to the County of Santa Cruz Design Criteria, and to the construction specifications contained in the current edition of the Standard Specifications of the State of California, issued by the State Department of Transportation, as may be amended by special provisions adopted by the Board of Supervisors.

County of Santa Cruz Design Criteria regulations for "DRIVEWAYS AND ENCROACHMENTS" provide that:

Driveways shall not interfere with legal encroachments nor create hazards or nuisances, and shall be spaced to maximize available street parking.

¹ Davenport North Coast Association (DNCA), Big Creek Lumber, Molino Creek Farms, and Friends of the North Coast (FONC)

Warrenella Road intersection with Cement Plant Road is an existing legal encroachment. The traffic engineering question to be analyzed is whether BLM's proposed addition of an Access with Cement Plant Road approximately 60 feet to the north in order to serve a proposed 42-vehicle Parking Lot could interfere with such Warrenella Road intersection, or create hazards or nuisances.

The Standard Specifications of the State of California, issued by the State Department of Transportation focus on construction more so than design and hence do not address spacing of intersections.

The AASHTO² *Policy on Geometric Design of Highways and Streets* (2018 -7th Edition) is the standard road design policy throughout the United States. At Section 2.5.1 (p. 2-43) AASHTO provides that:

Each abutting property is permitted access to the street or highway; however, the location, number, and geometric design of the access points are governed by the regulations.

In this case the governing regulations are the County regulations quoted above which require that the proposed BLM Access avoid interfering with the Warrenella Road intersection with Cement Plant Road or causing a hazard or nuisance.

AASHTO Section 4-15.2 provides that "[t]he objective of driveway regulations is to preserve efficiency and promote operational efficiency by prescribing desirable spacing and proper layout of driveways." For further information on the regulation and design of driveways, this AASHTO Section references the work of the Transportation Research Board (TRB), which defines access management as "the coordinated planning, regulation, and design of access between roadways and land development" for the purpose of preserving the safe and efficient movement of peoples and goods.

According to the TRB³, the spacing of access for driveways and streets is an important element in the planning, design, and operation of roadways. Access points are the main source of accidents and congestion. Their location and spacing directly affect the safety and functional integrity of streets and highways. The spacing of driveways and streets needs to reflect sound traffic engineering principles, driver behavior, and vehicle dynamics. Spacing should consider influences such as:

1. Highway function.
2. Access class and speed.
3. Locations of upstream and downstream streets and driveways.
4. Volume of trucks.
5. Expectancy of drivers.
6. Separation of conflict areas.
7. The number of conflict points within each conflict area.

Conflict separation is essential to achieve improvements in travel times, capacity, and safety. Separation of conflict points, such as driveways and streets, should focus on the element of time and its

² American Association of State Highway and Transportation Officials

³ This paragraph quotes from p. 12 of Driveway and Street Intersection Spacing, TRANSPORTATION RESEARCH CIRCULAR, Number 456, March 1996 ISSN 0097-8515.

relationship to the driving task, which includes perception, reaction, navigation, and execution of the necessary maneuver. Vehicle dynamics and driver behavior are important determinants of access spacing.

Factual Context

The Bureau of Land Management (BLM) Resource Management Plan Amendment (RMPA) for the Cotoni-Coast Dairies unit of the California Coastal National Monument states that “[u]nder Alternative D [which is the BLM-adopted Alternative], visitation is expected to fall between 150,000 to 250,000 annual visitors.” The BLM Access which is the subject of this report would be the only access to Cotoni-Coast Dairies for several years or more.

Santa Cruz County Public Works Department has on March 15, 2022 approved an Encroachment Permit for accessing BLM’s proposed 42-vehicle Parking Lot serving the northern entrance to Cotoni-Coast Dairies (Attachment 1). As the Encroachment Permit Map shows, substantial efforts and signage are proposed by BLM to assure that visitors approach the BLM Access from the north end of Cement Plant Road. On April 18, 2022 BLM provided the Davenport North Coast Association with page 1 of 9 of the Warrenella Parking Lot Plan which includes more detail regarding the Access (Attachment 2).

Warrenella Road is used by tractor-trailers, including loaded logging trucks and service vehicles which frequently transport heavy equipment. A significant number of these tractor-trailers are as much as 60 feet long.

BLM’s Access is close to Warrenella Road (60 feet, centerline to centerline). Cement Plant Road is a narrow road which varies from 15’ – 18’ in width in this immediate area. Warrenella Road has an associated locked manual gate which is approximately 60’ from Cement Plant Road.

Attachment 3 is a photo of the area including two vehicles intended to show the relationship between the existing Warrenella Road intersection and BLM’s proposed Access with Cement Plant Road. The photo shows a white CRV parked in the approximate location of the BLM Access centerline. The CRV is just in front of the large stump that Field Manager Ben Bloom pointed to as the approximate centerline of the BLM Access during an on-site meeting with a number of DNCA Board members, including Board member Brian McElroy who staged the vehicles and took the photo which is Attachment 3. The 20-foot long van is parked at the side of Cement Plant Road. The back of the van is in line with the north edge of Warrenella Road. From the north edge of Warrenella Road to the white CRV at centerline of the BLM Access is 48 feet. Warrenella Road is 25 feet wide, so adding the 12.5 feet to its centerline with the 48 feet results in a centerline to centerline measurement of approximately 60 feet.

Many versions of tractor-trailers pass through the Warrenella Road gate (*e.g.*, BLM trucks with trailers, logging trucks, trucks pulling horse or cattle trailers, trucks pulling trailers with tractors or other heavy equipment). Tractor-trailers move frequently through that gate for agriculture, logging, fire management, PG&E activities (including at its substation) and other land management purposes. Convoys of vehicles doing work on and touring in the San Vicente Redwoods property are becoming more frequent. At the current time trucks using Warrenella Road that are long and need

County Public Works Director and BLM Field Manager

Analysis of Impacts to Warrenella Road intersection with Cement Plant Road from Proposed BLM Access
April 24, 2022

Page 4

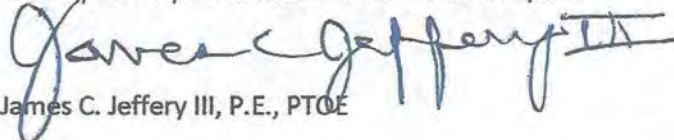
space to open the gate and then move through it double park on Cement Plant Road. They access Highway 1 by angling right onto a makeshift road about 275 feet south of Warrenella Road, then travel about 230 feet, crossing the railroad tracks, and intersect Highway 1. DNCA Board members have been informed by County officials that this makeshift crossing will be closed in the Spring of 2022. Once closed, tractor-trailers departing Warrenella Road will only have two choices to access Highway 1 via Cement Plant Road: (1) at the north end (about 0.3 mile); or (2) at the south end (about 0.65 miles over proposed speed bumps). Most, if not all, logging trucks will head north from the Warrenella intersection with Cement Plant Road in the direction of the Big Creek Lumber mill.

Analysis of Turns by Tractor-trailers

The short 60 foot distance between Warrenella Road and the BLM Access does not allow for the margin of maneuverability that is needed for tractor-trailers turning right from Warrenella Road onto Cement Plant Road and heading north. Thus, vehicular conflict will occur between large trucks and passenger vehicles as a result of the new BLM Access being located only a very short distance of 60 feet from the existing Warrenella Road intersection. Utilizing AASHTO standards and terminology discussed in the next paragraph, Turning Templates were applied to determine that such conflicts will occur.

Pursuant to AASHTO Section 2.8.1 (p.2-55), in the design of any roadway facility, the designer should consider the largest design vehicle that is likely to use that facility with considerable frequency. At Section 2.8.2, p. 62 AASHTO states that “[f]or local roads and streets, the WB-40 [WB-12] is often considered an appropriate design vehicle.” The Template for this design vehicle can be found at AASHTO p. 2-75, Figure 2-22, pursuant to which it can be determined that significant vehicular conflict, interference as to use of Warrenella Road, and safety impacts will occur if the newly proposed BLM Access is implemented.

Thank you for your consideration of this analysis.



James C. Jeffery III, P.E., PTOE

Attachments 1 - 3

Cc: Davenport North Coast Association
Big Creek Lumber
Molino Creek Farm
Friends of the North Coast

ATTACHMENT 1

To

Traffic Engineer's Analysis



County of Santa Cruz

DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060-4070
 (831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123

MATTHEW J. MACHADO
 DIRECTOR OF PUBLIC WORKS

ENCROACHMENT PERMIT

TO:	Permittee Name	Bureau of Land Management	Date Issued	3/15/2022
	Mailing Address	940 2nd Ave Marina, CA 93933	Project Description	Construct driveway and install signage
	Phone	(831) 582-2210	Address	Cement Plant Rd
	Building Permit No.		Fee	\$25,000.00
	APN	058-022-17	Receipt #	
	Contractor	To Be Determined	Phone	

Pursuant to Santa Cruz County Code Chapter 9.70 Street and Roads and subject to existing ordinances, and to all the terms, conditions, and restrictions written below or printed as general or special provisions on any part of this form and/or attached hereto, PERMISSION IS HEREBY GRANTED TO:

Encroachment Permit for the construction of a new driveway per figure DW-5 attached and the installation of signs in the Cement Plant Road right of way per the attached Job Copy plans, Santa Cruz County Design Criteria and Caltrans Specifications. Traffic control shall be implemented per MUTCD and Caltrans Standards. Work hours are 8:30am to 4:30pm Monday - Friday. Permittee is responsible for any damage to road during construction. THIS PERMIT IS FOR WORK IN THE COUNTY RIGHT-OF-WAY ONLY. Please notify Inspector 48 hours prior to starting the project @ (831)454-2594

(Attach two sets of plans or sketches if applicable)

PLEASE READ THIS PERMIT CAREFULLY. Keep it at the work site. To arrange for an inspection, phone 454-2160 at least 48 hours prior to construction. Your attention is directed to the General Provisions attached herewith. This permit shall be void unless the work herein contemplated shall have been completed by: 3/15/2023

Accepting this permit or starting work hereunder shall constitute acceptance and agreement to all the conditions and requirements of this permit.

Signature of Permittee

By: BENJAMIN BLOM
Digitally signed by BENJAMIN BLOM
 Date: 2022.03.17 11:44:44 -07'00'

Permittee or Authorized Agent

MATTHEW J. MACHADO
 Director of Public Works

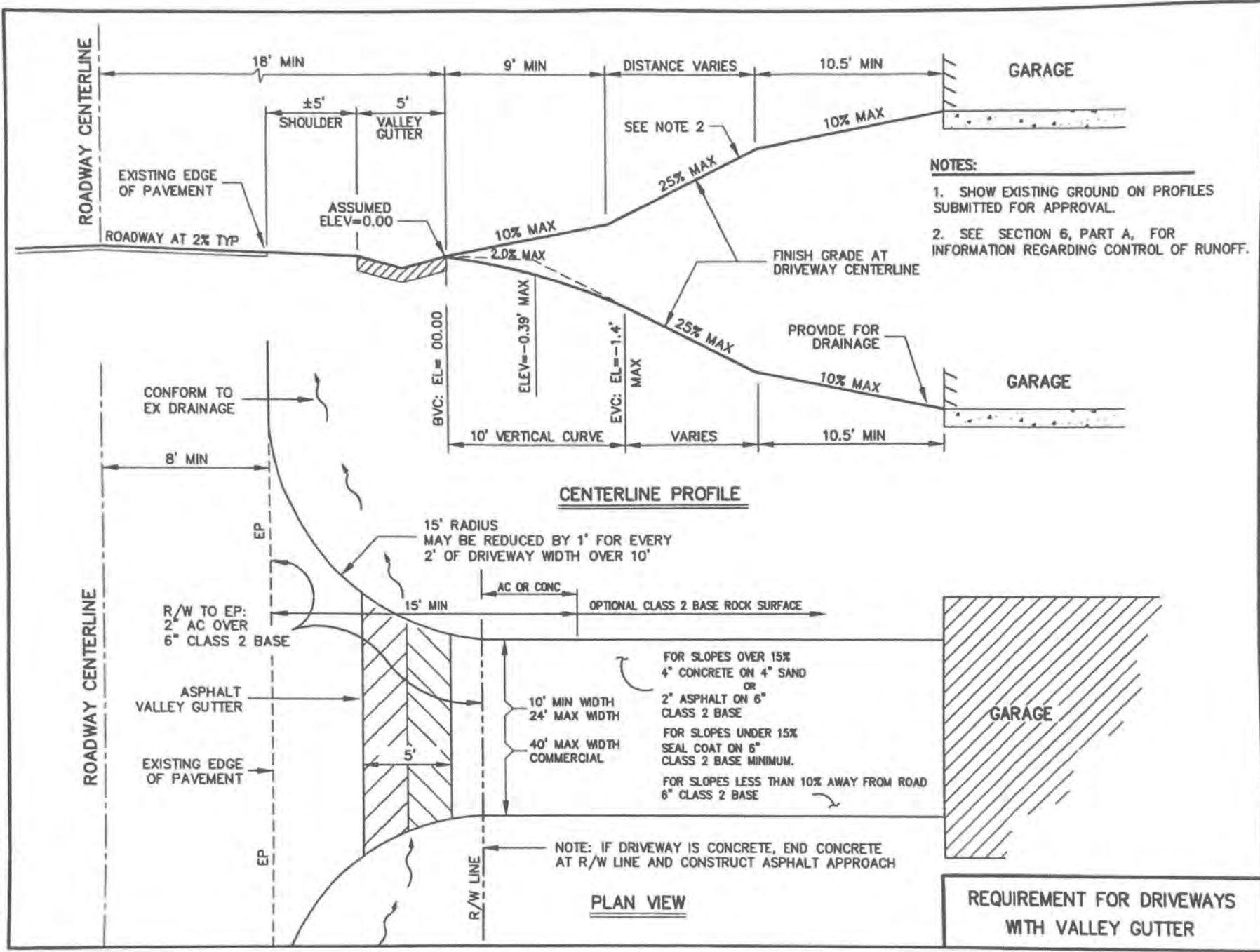
By: Travis Rieber

THIS PERMIT BECOMES VALID WHEN BOTH PARTIES HAVE SIGNED

WORK COMPLETED: Date: _____ By: _____

GENERAL PROVISIONS

1. **Definition:** This permit is issued pursuant to Chapter 9.70 of the Santa Cruz County Streets and Roads Code. The term "encroachment" is used in this permit as defined in said chapter 9.70 of the said Code, except as otherwise provided for public agencies and franchise holders. This permit is revocable on five days' notice.
2. **Acceptance of Provisions:** It is understood and agreed by the permittee that the doing of any work under this permit shall constitute an acceptance of the provisions.
3. **No precedent established:** This permit is granted with the understanding that this action is not to be considered as establishing any precedent on the question of the expediency permitting certain kinds of encroachment to be reckoned within right of way of County highways.
4. **Notice prior to starting work:** Before starting work, the permittee shall notify the Director of Public Works or other designated employee. Such notice shall be given at least 48 hours in advance of the date work is to begin. Unless otherwise specified, all work shall be performed on weekdays and during normal working hours of the grantor's inspector.
5. **Keep permit on work:** The permit shall be kept at the site of the work and must be shown to any representative of the grantor or any law enforcement officer on demand.
6. **Permits from other agencies:** The party or parties to whom this permit is issued shall, whenever the same is required by law, secure the written order of consent of any work hereunder from the Public Utilities Commission of the State of California or any other public board having jurisdiction and this permit shall be suspended in operation until such order of consent is obtained.
7. **Protection of traffic:** Adequate provisions shall be made for the protection of the traveling public. Barricades shall be placed with amber lights at night; also, flagmen employed. All of this may be required by the grantor for the particular work in progress. Warning signs, lights, and devices shall be placed in conformance with the requirements of the State of California, Department of Public Works.
8. **Minimum interference with traffic:** All work shall be planned and carried out so that there will be the least possible inconvenience to the traveling public except for the specific work permitted. One lane shall remain open to the traveling public at all times. Road closures are not allowed, except with special permission from the Director of Public Works.
9. **Storage of material:** No material shall be stored within two feet of the edge of the pavement or traveled way or within the shoulder line where the shoulders are wider than five feet. No supplies or equipment shall be stored on the highway until permittee is ready to start work.
10. **Cleanup right of way:** Upon completion of the work, all brush, timber, scraps, and material shall be entirely removed and the right of way left in as presentable condition as before work started.
11. All construction shall conform with the current edition of the California Division of Highways standard plans and specification, and the design criteria of the County of Santa Cruz. In case of conflict, the conditions of this permit will take precedence over standard specifications.
12. Trench Safety has not been checked and is NOT IMPLIED with this permit. For current Codes and Regulations contact: CAL/Osha (408) 452-7288 and for utility locations contact: USA Underground Service Alert 1-800-227-2600.
13. **Future moving of installation:** It is understood by the permittee that whenever construction, reconstruction, or maintenance work on the highway may require, the installation provided herein shall, upon request of the grantor, be removed or revised at the sole expense of the permittee within five days of such notice.
14. **Liability for damages:** The permittee is responsible and liable for personal injury or property damage which may arise out of the work herein permitted or which may arise out of failure on permittee's part to perform their obligation under this permit in respect to maintenance. If any claim for such injury or damage is made against the County of Santa Cruz or any department, officer, or employee thereof, permittee shall defend, indemnify, and hold them and each of them harmless from such claim.
15. **Care of drainage:** If the work herein contemplated shall interfere with established drainage, ample provision shall be made by the permittee to provide for it as may be directed by the grantor.
16. **Maintenance:** The permittee agrees by the acceptance of this permit to exercise reasonable care to maintain properly any encroachments placed by it in the highway and to exercise reasonable care in inspecting for and immediately repairing and making good any injury to any portion of the highway which occurs as a result of maintenance of the encroachment in the highway or as a result of the work done under this permit, including any and all injury to the highway which would not have occurred had such work not been done or such encroachment not placed therein.
17. **Test results:** Upon demand, the permittee shall provide the Director of Public Works with the results of tests showing that the compaction requirements have been complied with. Compliance shall be certified by a materials testing laboratory with local experience and said laboratory shall be acceptable to the Director of Public Works.
18. **Pavement replacement:** Any paved portion of County highway which is removed or damaged shall be replaced with a minimum replacement of 0.75 foot of Class II aggregate base and 0.25 foot of Type B asphalt concrete. Where the existing structural section is greater than the replacement requirement, the structural section removed shall be replaced in kind. Prior to repaving the existing pavement shall be cut on a straight line to give a vertical face to pave against.
19. **Damages to roads:** Permittee agrees to repair in a manner satisfactory to the County of Santa Cruz any damages to the roads in the project area result from this work.
20. **Trimming or removing trees:** Trimming of trees will be permitted only in the manner authorized by permit. Trimming of trees required for overhead utility clearance may be performed without a permit. Attention is directed to the Tree Policy approved by the Board of Supervisors.
21. If the provisions of this permit are not complied with, the County reserves the right to do any and all work necessary to bring the road into a safe condition. The costs of this work will be charged to the permittee. The County will give a reasonable notice of its intentions to make such repairs.



- NOTES:**
1. SHOW EXISTING GROUND ON PROFILES SUBMITTED FOR APPROVAL.
 2. SEE SECTION 6, PART A, FOR INFORMATION REGARDING CONTROL OF RUNOFF.

FIG. DW-5



JOB COPY

APPROVED BY THE COUNTY OF SANTA CRUZ
PUBLIC WORKS DEPARTMENT

DATE: _____ PERMIT NO.: 21-172
ISSUED BY: Travis Roberts

NOTICE: THESE PLANS AND SPECIFICATIONS
MUST REMAIN ON THE JOB SITE AT ALL TIMES
THEY SHALL NOT BE ALTERED WITHOUT THE
WRITTEN PERMISSION OF THE PUBLIC WORKS
DEPARTMENT.



UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Warrenella Parking Lot

Cotoni Coast Dairies
Central Coast Field Office

Wayfinding signs installed in the Caltrans
right of way shall direct visitors to the
northern entrance to Cement Plant Road.



DRAWING INDEX

SHEET	DESCRIPTION
1	Parking Lot Site Plan
2	Construction Layout
3	Main Loop Plan and Profile 1
4	Main Loop Plan and Profile 2
5	Main Loop Plan and Profile 3
6	Main Loop Plan and Profile 4
7	Main Loop Plan and Profile 5
8	Spur Plan and Profile 1
9	Spur Plan and Profile 2



UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Title Sheet

Warrenella Parking Lot - 30% Design

Central California District

California

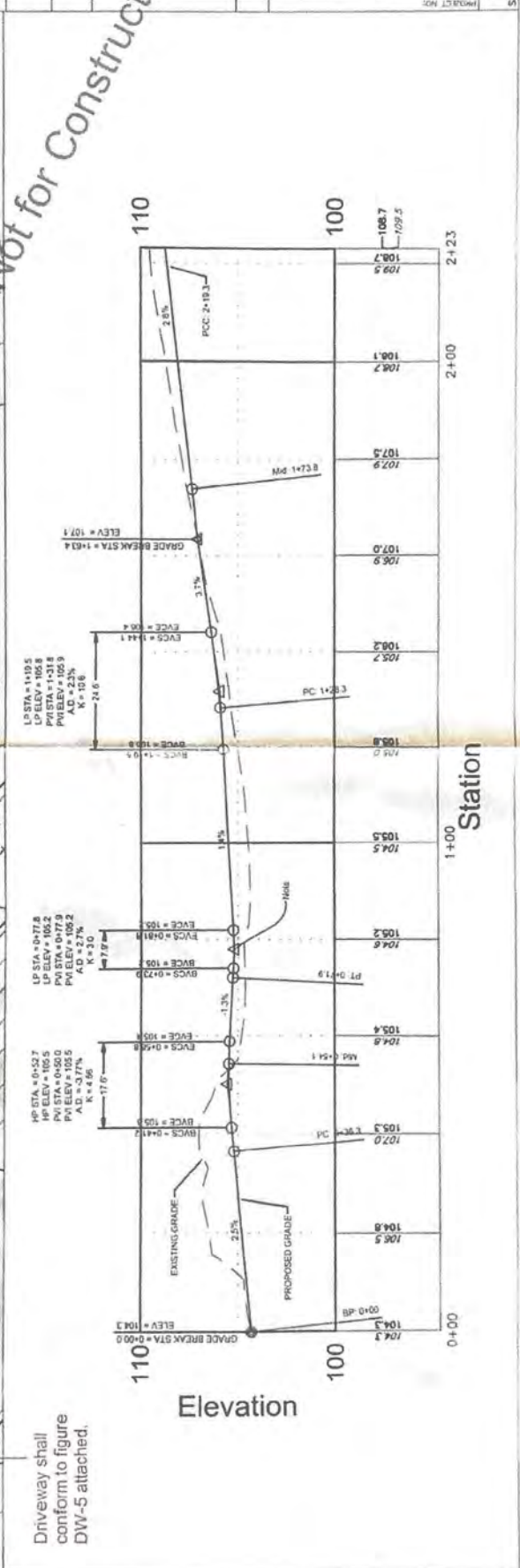
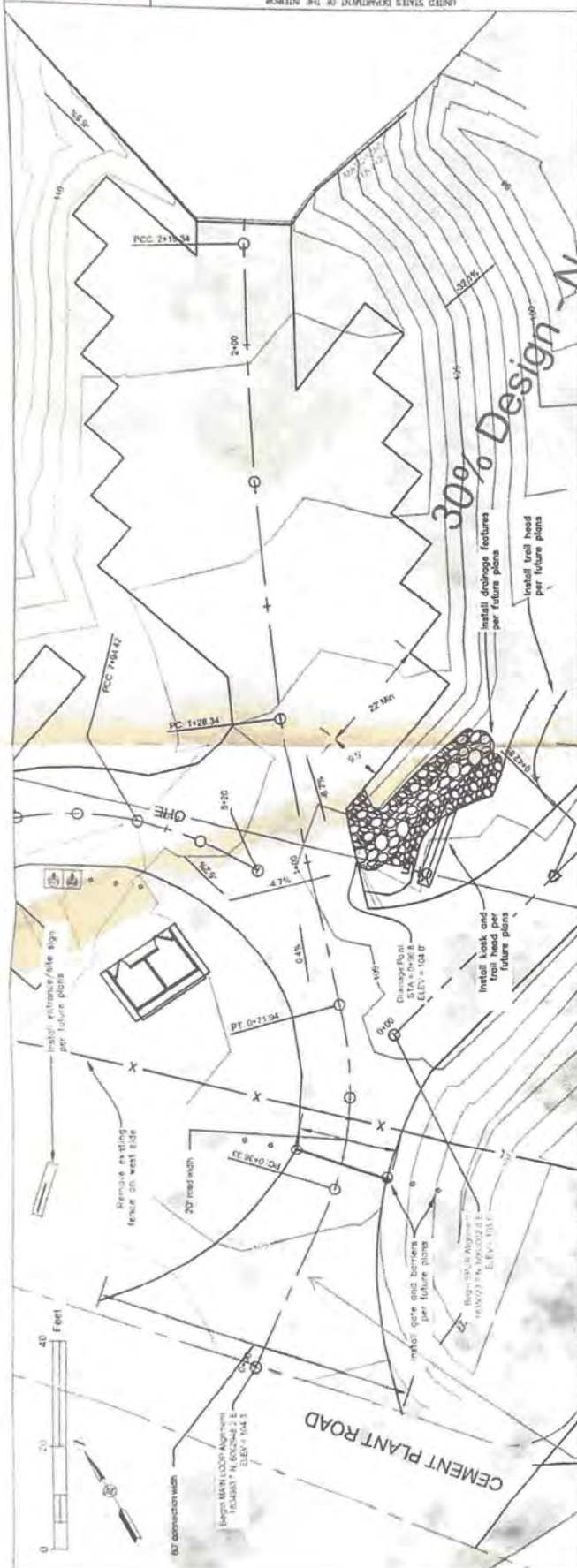
PROJECT NO.	DESIGN OFFICE	DESIGNED BY:	DRAWN BY:	CHECKED BY:	APPROVED BY:	DATE:	APPROVED:	DATE:	DESCRIPTION:	MARK:
		J. Parker, P.E.	J. Parker, P.E.			5/27/2021				

TITLE
SHEET 1/A OF 1/A

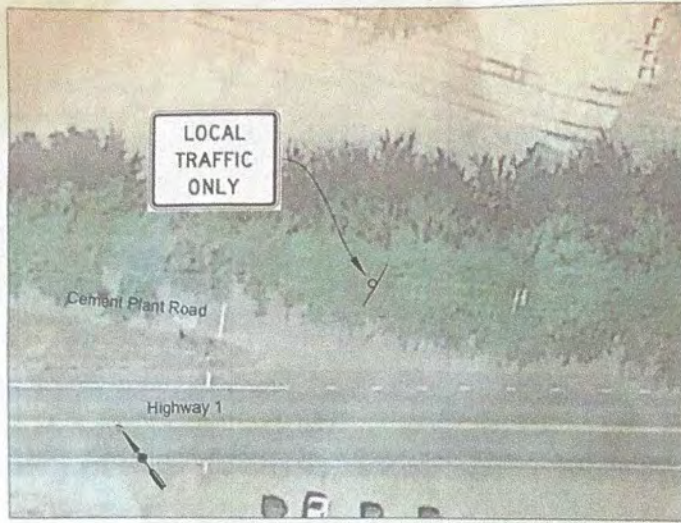


UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Warrensville Parking Lot - 30% Design
Central California District
California

PROJECT NO.	ML-1
DESIGN OFFICE	SHEET 3 OF 9
DESIGNED BY	J. Parker, P.E.
CHECKED BY	J. Parker, P.E.
DATE	03/10/2021
APPROVED	

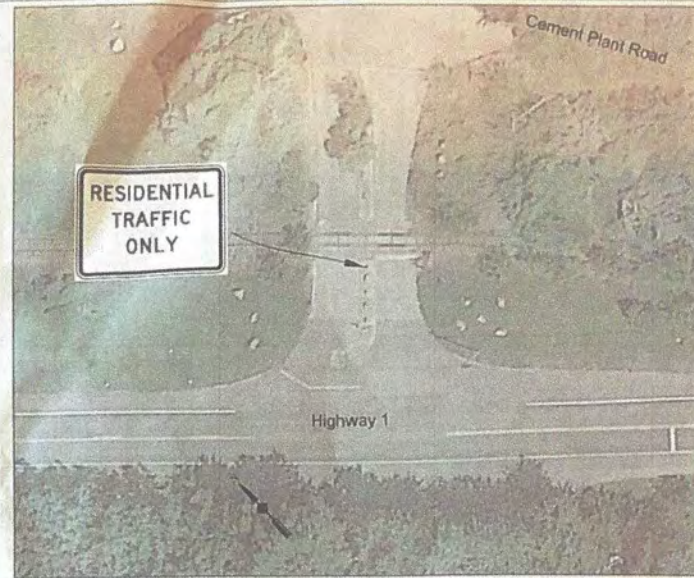


Driveway shall conform to figure DW-5 attached.



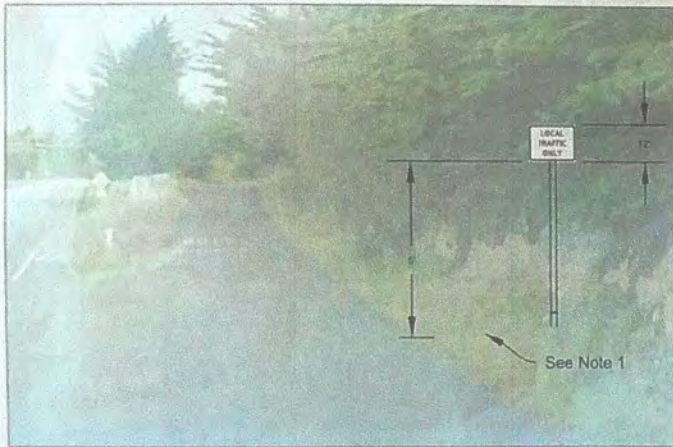
S. Cement Plant Traffic Sign Location

SCALE: 1:40



Median Traffic Sign Location

SCALE: 1:50



S. Cement Plant Visualization

NOT TO SCALE

Notes:

- 1) Sign to be placed as far from edge of pavement as possible but as close as needed to avoid tree trimming for visibility.



Median Visualization

NOT TO SCALE



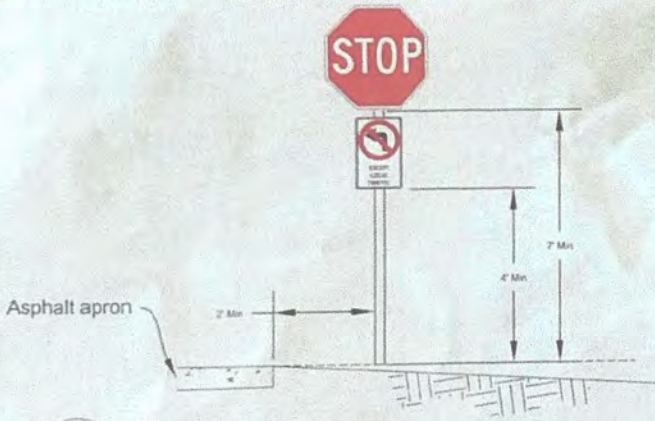
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Cement Plant Road Traffic Signage Plan
Wormella Parking Lot - 30% Design

California

Central California District

PROJECT NO.	DATE	APPROVED	DESCRIPTION	MARK
DESIGN OFFICE				
DESIGNED BY: J. Parker, P.E.				
DRAWN BY: J. Parker, P.E.				
CHECKED BY:				
APPROVED BY:				
DATE: 10/19/2021				



A Site Exit Signage
NOT TO SCALE

- Notes:
- 1) "No Parking" signs to be placed perpendicular to flow of traffic along Cement Plant Road with a 5' offset from edge of pavement.
 - 2) Site sign contents and dimensions to be determined.

No parking signs shall be placed along the full length of Cement Plant Road every 200 feet where applicable. If there is no room for parking, no sign is required.

No parking signs shall have one direction arrow at the beginning and end.



B Site Signage
NOT TO SCALE



UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Site Vicinity Traffic Signage Plan
Warrensville Parking Lot - 300K Design
California

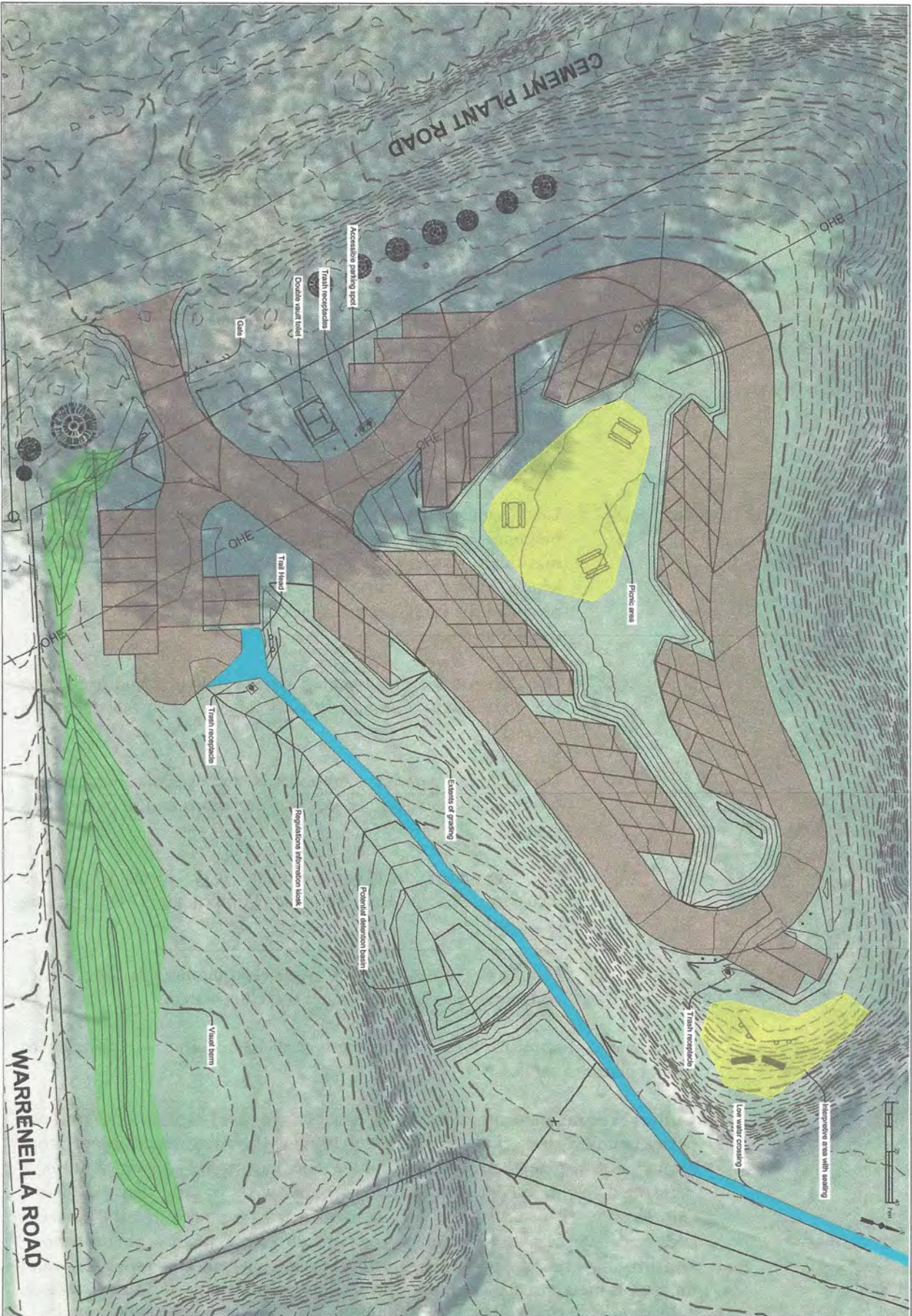
Central California District

PROJECT NO.	DATE	APPROVED	CHECKED	DATE	APPROVED	CHECKED
DESIGN OFFICE						
DESIGNED BY: J. Parker, P.E.						
DRAWN BY: J. Parker, P.E.						
CHECKED BY:						
APPROVED BY:						
DATE: 10/14/2001						

ATTACHMENT 2

To

Traffic Engineer's Analysis



WARRENELLA ROAD

PLAN SHEET 1 OF 9

PROJECT NO:	
DESIGN OFFICE:	
DESIGNED BY: J. Parker, P.E.	
DRAWN BY: J. Parker, P.E.	
CHECKED BY:	
APPROVED BY:	
DATE: 4/13/22	
MARK	DESCRIPTION
	DATE
	APPROVED

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Parking Lot Site Plan
Warrenella Parking Lot

Central California District

California



ATTACHMENT 3

To

Traffic Engineer's Analysis



1 **PROOF OF SERVICE**

2 I, Toyer Grear, declare as follows:

3 I am a resident of the State of California, and employed in Oakland, California. I am over the age
4 of 18 years and am not a party to the above-entitled action. My business address is 1939 Harrison Street,
5 Suite 150 Oakland, CA 94612. On May 11, 2022, I served a copy of the following documents:

- 6 • Declaration of James C. Jeffery III, P.E., PTOE in Support of Motion to Stay

7 By electronically e-mailing a true and correct copy to the e-mail addresses set forth below.

8

9 United States Department of the Interior Office of Hearings and Appeals Interior Board of Land Appeals 801 N. Quincy St., Suite 300 Arlington, VA 22203 ibla@oha.doi.gov	Erica Anderson, Attorney-Advisor Office of the Regional Solicitor Pacific Southwest Region U.S. Department of the Interior 2800 Cottage Way, Room E-1712 Sacramento, CA 95825-1890 erica.anderson@sol.doi.gov
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10
11
12
13 By enclosing the documents in an envelope provided by an overnight delivery carrier and
14 addressed to the persons listed below and placing the envelope for collection and
15 overnight delivery at an office or a regularly utilized drop box of the overnight delivery
carrier

16

17 BLM California State Director 2800 Cottage Way, W1623 Sacramento, CA 95825	Office of the Regional Solicitor Pacific Southwest Region U.S. Department of the Interior 2800 Cottage Way, Room E-1712 Sacramento, CA 95825-1890
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18

19 I declare under penalty of perjury (under the laws of the State of California) that the foregoing
20 is true and correct, and that this declaration was executed May 11, 2022 at Oakland, California.

21
22 
23 _____
24 Toyer Grear