

CALIFORNIA COASTAL COMMISSION

NORTH COAST DISTRICT OFFICE
1385 8TH STREET, SUITE 130
ARCATA, CA 95521
VOICE (707) 826-8950
www.coastal.ca.gov



W14a

CDP 1-24-1028

(Humboldt County Public Works)

September 9, 2026

EXHIBITS

[Exhibit 1 – Location Map](#)

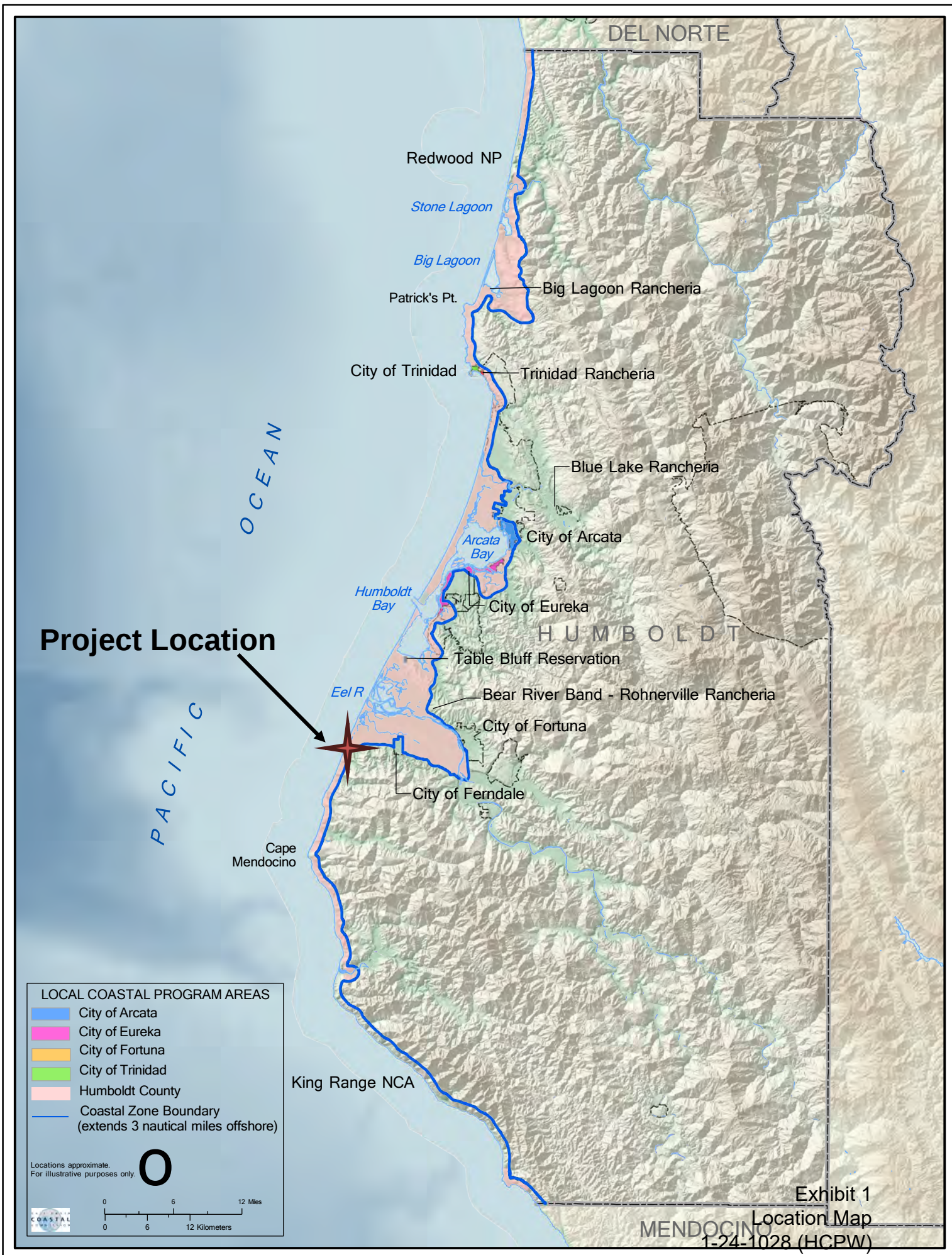
[Exhibit 2 – Project Plans](#)

[Exhibit 3 – Letter from Public Works dated January 20, 2026](#)

[Exhibit 4 – Potential Realignment Alternatives for Centerville Road](#)

[Exhibit 5 – ESHA Map & ESHA Mitigation Area](#)

[Exhibit 6 – Excerpt from Biological Opinion of Plover Conservation Measures](#)



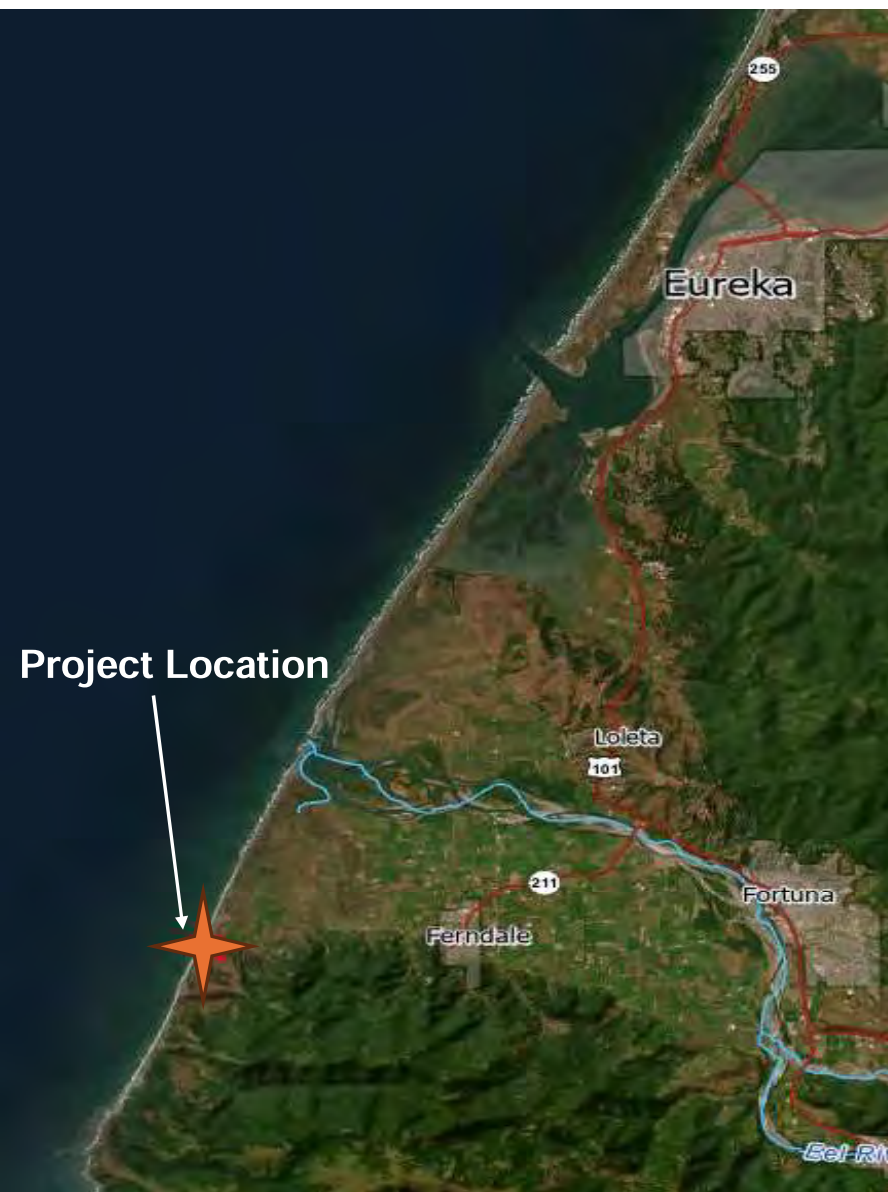




Figure 5. Surrounding areas.

Project Location



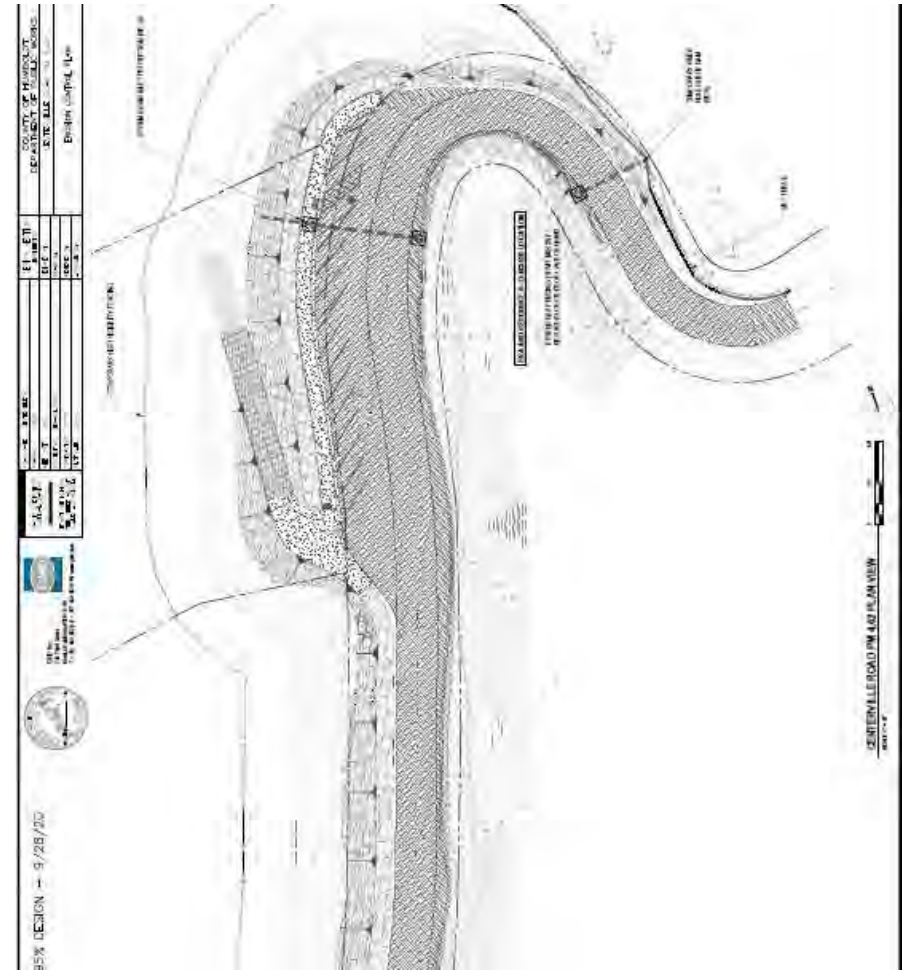


Exhibit 1
Location Map
1-24-1028 (HCPW)
Page 4 of 4

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ROAD NAME: CENTERVILLE RD.	DESIGN SECTION: ENGINEERING
ROAD NO.: C20210	DESIGNED BY: C. HAYES
MILE POST: 4.62	DRAWN BY: J. SVEHLA
PROJECT NO.: ER-32LO(232)	REVIEWED BY: J. SVEHLA
CONTRACT NO.: 217447	APPROVED BY:
PLOT DATE: 9/11/20	

COUNTY OF HUMBOLDT
DEPARTMENT OF PUBLIC WORKS
CENTERVILLE ROAD PM 4.62
COVER SHEET, SHEET INDEX AND MAPS

SHEET
1
OF
16

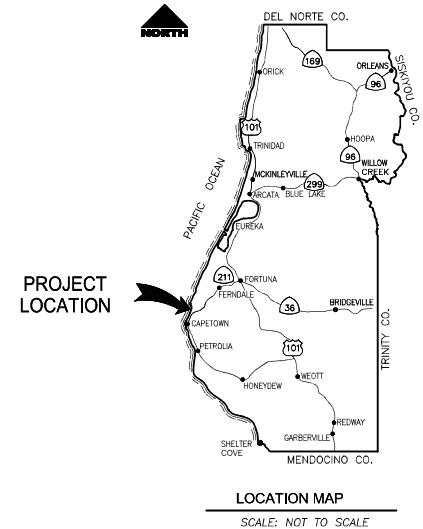
FUNDING SOURCE

THIS PROJECT IS FUNDED BY THE U.S. DEPARTMENT OF
TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION
EMERGENCY RELIEF PROGRAM



COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS PROJECT PLANS FOR CONSTRUCTION OF STORM DAMAGE REPAIRS CENTERVILLE ROAD PM 4.62 PROJECT NO. ER-32LO(232) CONTRACT NO. 217447

TO BE SUPPLEMENTED BY STATE OF CALIFORNIA DEPARTMENT
OF TRANSPORTATION 2018 STANDARD PLANS, 2018 STANDARD SPECIFICATIONS, AND LATEST REVISED
STANDARD PLANS AND SPECIFICATIONS.



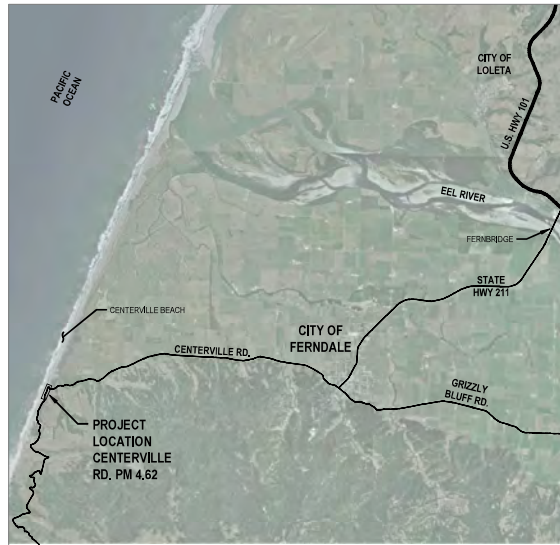
ABBREVIATIONS
(TO SUPPLEMENT CALTRANS
STANDARD PLANS A3A, A3B & A3C)

APN	ASSESSORS PARCEL NUMBER
CL	CENTERLINE
CT	CALTRANS
(E)	EXISTING
EL	ELEVATION
K	K-VALUE
LT	LEFT
PVI	POINT OF VERTICAL CURVATURE
RT	RIGHT
S	SLOPE
TEL	TELEPHONE

SHEET LIST TABLE

SHEET	SHEET TITLE
1	COVER SHEET, SHEET INDEX, AND MAPS
2	TRAFFIC CONTROL PLAN AND QUANTITIES
3	SURVEY CONTROL PLAN
4	TYPICAL ROAD SECTIONS
5	PAYMENT DIAGRAMS
6	ROADWAY PLAN - STA "R" 2+56.56 TO STA "R" 6+00
7	ROADWAY PLAN - STA "R" 6+00 TO STA "R" 12+25
8	ROADWAY PROFILE AND SUPERELEVATION
9	DRAINAGE PROFILES
10	EROSION CONTROL PLAN
11	CONSTRUCTION DETAILS
12	CONSTRUCTION DETAILS
13	ROADWAY CROSS SECTIONS
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15	ROADWAY CROSS SECTIONS
16	ROADWAY CROSS SECTIONS

Exhibit 2
Project Plans
1-24-1028 (HCPW)
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VICINITY MAP
SCALE: 1"=5000'±



NOTES

1. THE CONTRACTOR SHALL HAVE A CLASS "A" LICENSE FOR THIS PROJECT.
2. STANDARD PLAN LIST APPLICABLE TO THIS CONTRACT INCLUDED IN THE SPECIAL PROVISIONS.
3. GEOTECHNICAL MEMORANDUM: CRAWFORD AND ASSOCIATES, 2020.

APPROVED

TONY R. SEGNETTI
RCE 63714, EXP. 9/30/2020

10/2/2021
DATE



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ROAD NO.:	C20010
MILE POST:	4.62
PROJECT NO.:	ER-32L(232)
CONTRACT NO.:	217447
PLOT DATE:	9/11/20

DESIGN SECTION	ENGINEERING
DESIGNED BY:	C. HAYES
DRAWN BY:	C. HAYES
REVIEWED BY:	J. SHEILA
APPROVED BY:	

COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS
CENTERVILLE ROAD PM 4.62
TRAFFIC CONTROL PLAN AND QUANTITIES

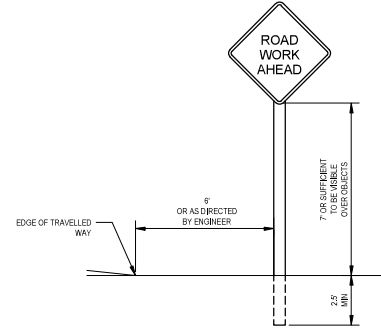
SHEET
2
OF
16

QUANTITIES

No.	Item No.	Description	Quantity	Unit
1	130000	- Construction Area Signs	1	LS
2	130100	- Traffic Control System	1	LS
3	130100	- Job Site Management	1	LS
4	-	- Water Management	1	LS
5	130000	- Prepare Water Pollution Control Program	1	LS
6	130000	- Rain Water Action Plan	1	EA
7	130330	- Stormwater Sampling and Analysis Day	8	EA
8	130330	- Stormwater Annual Report	1	EA
9	130610	- Temporary Check Dam	80	LF
10	130680	- Temporary Silt Fence	260	LF
11	130900	- Temporary Concrete Washout	1	LS
12	210212	- Dry Seed (SQFT)	1500	SQFT
13	210220	- Rolled Erosion Control Product (Blanket)	1500	SQFT
14	180101	F Excavation	1302.9	CY
15	180101	F Imported Borrow	1344	CY
16	180500	F Embankment	1497.3	CY
17	360132	- Hot Mix Asphalt (Type A)	690	TON
18	260203	- Class 2 Aggregate Base	1322	CY
19	510057	F Structural Concrete, Ramp Entry & Retaining Footing	90	CY
20	510055	F Structural Concrete (Solewall)	83	CY
21	730010	- Minor Concrete (A3-B Curb)	2	CY
22	731623	- Minor Concrete (Curb Ramp)	360	SQFT
23	730408	- Minor Concrete (Valley Cutoff) (LF)	50	LF
24	730070	- Detectable Warning Surface	16	SQFT
25	723000	- Rock Slope Protection (3 TON, Class X, Method A)	8139	CY
26	037656	- Rock Slope Protection (1/4 TON, Class V, Method A)	1142	CY
27	723000	- Rock Slope Protection (50 lb, Class 2, Method B)	15	CY
28	723000	- Rock Slope Protection (20 lb, Class 1, Method B)	84	CY
29	729012	- Rock Slope Protection Fabric (Class 10)	5690	SQYD
30	700030	- 36" Corrugated Steel Pipe Inlet (.075" Thick)	4	LF
31	510094	- Structural Concrete, Drainage Inlet (Type G3)	2	EA
32	510094	- Concrete Catch Basin (Type G3)	1	EA
33	135110	- Cold Plane Asphalt Concrete Pavement (2 1/2" Maximum)	890	SQYD
34	641107A	- 1/2" Plastic Pipe (Heat Fused HDPE)	190	LF
35	840604	- 4" Thermoplastic Traffic Stripe	600	LF
36	840605	- 6" Thermoplastic Traffic Stripe	950	LF
37	840610	- Thermoplastic Pavement Marking	16	SQFT
38	620640	- Roadside Sign - One-Post	1	EA
39	601360	- 12" Metal Gate	1	EA
40	011692	- Temporary High Visibility Fence	1035	LF
41	999900	- Mobilization	1	LS

CONSTRUCTION AREA SIGN SUMMARY:

- TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE CALIFORNIA MANUAL OF INSTRUCTIONS FOR TRAFFIC CONTROL DEVICES (CAMUTCD, CURRENT EDITION) AND CALTRANS 2018 STANDARD PLANS.
- REFER TO FIGURE 6H-10(A) FOR LANE CLOSURE ON TWO-LANE ROAD USING FLAGGERS (TA-10).
- REFER TO FIGURE 6H-11 FOR LANE CLOSURE ON A TWO-LANE ROAD WITH LOW TRAFFIC VOLUMES (TA-11).
- REFER TO TABLE 6H-3 RECOMMENDED ADVANCE WARNING SIGN SPACING FOR RURAL ROAD TYPE.
- MAINTAIN ALL SIGNS THROUGHOUT DURATION OF CONSTRUCTION.
- MAINTAIN ONE TRAVEL LANE AT ALL TIMES.



TYPICAL STATIONARY CONSTRUCTION AREA SIGNS

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

Sign Code	Panel Size	Sign Message	Number & Post Size	No. of Signs
W20-1	36"x36"	ROAD WORK AHEAD	(1) 4"x4"	2
G20-2	36"x18"	END ROAD WORK	(1) 4"x4"	2
W20-2	36"x36"	ONE LANE ROAD AHEAD	(1) 4"x4"	2
R10-6	24"x36"	STOP HERE ON RED	(1) 4"x4"	2
W20-4	36"x36"	SIGNAL WARNING	(1) 4"x4"	2
W1-4	36"x36"	HORIZONTAL ALIGNMENT	(1) 4"x4"	2

CONSTRUCTION SIGN NOTES:

- EXACT SIGN LOCATIONS AND POSITIONS TO BE APPROVED BY THE ENGINEER.
- ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON ORANGE BACKGROUND.
- ALTERNATIVE POST CONFIGURATION TO BE APPROVED BY ENGINEER.

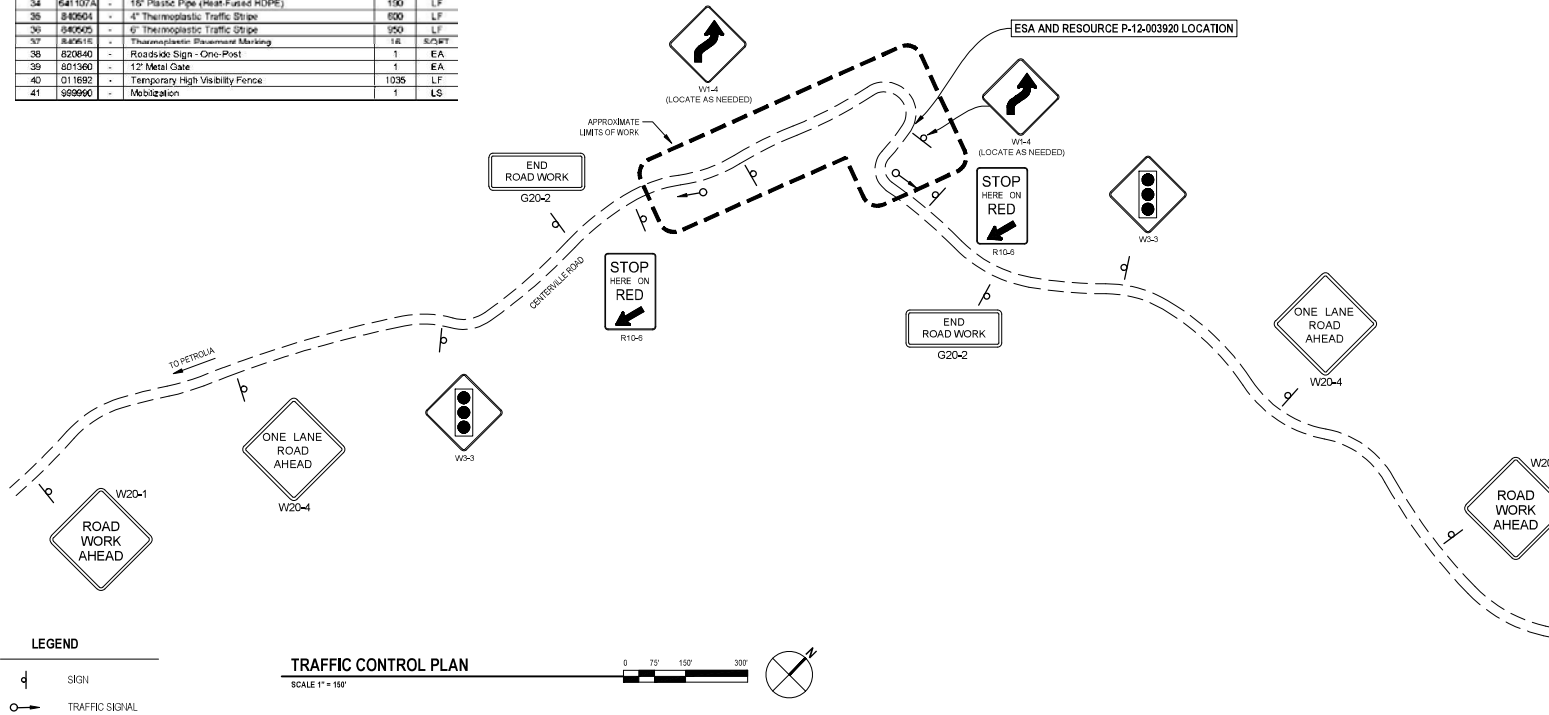


Exhibit 2
Project Plans
1-24-1028 (HCPW)
Page 2 of 9

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ROAD NO.: C20010	DESIGNED BY: C. HAYES
MILE POST: 4.62	DRAWN BY: C. HAYES
PROJECT NO.: ER-320(232)	REVIEWED BY: J. SNEHLA
CONTRACT NO.: 217447	APPROVED BY:
PLAT DATE: 9/11/20	

COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS
CENTERVILLE ROAD PM 4.62
SURVEY CONTROL PLAN

SHEET
3
OF
16

SURVEY CONTROL NOTES

- THE PURPOSE OF THIS SURVEY IS TO DETERMINE TOPOGRAPHY FOR AN EMERGENCY STORM DAMAGE REPAIR SITE AT POST MILE 4.62 OF CENTERVILLE BEACH ROAD. THIS SURVEY REFLECTS CONDITIONS AT THE TIME OF SURVEY. FIELD WORK WAS PERFORMED BETWEEN AUGUST 15 THROUGH AUGUST 20, 2019.
- COORDINATES FOR THIS SURVEY ARE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) ZONE 1, NAD 83 (2011), EPOCH 2010.0 BASED ON A STATIC GPS CONTROL SURVEY USING THE NGS OPUS POST PROCESSING SOFTWARE. THE CONTROL POINT IDENTIFIED AS POINT 50 WAS HELD FOR HORIZONTAL POSITIONS SHOWN HEREON. THE MAPPING ANGLE IS 1 DEGREE 32 MINUTES 12 SECONDS. ROTATE BEARINGS HEREON COUNTERCLOCKWISE BY THIS ANGLE TO OBTAIN TRUE OR GEODETIC BEARINGS. GRID DISTANCES SHOWN SHOULD BE DIVIDED BY THE COMBINED SCALE FACTOR OF 0.9999999 TO OBTAIN GROUND DISTANCES. MAPPING ANGLE AND GRID SCALE FACTOR ARE TAKEN AT CONTROL POINT NUMBER 50. A 5/8 INCH REBAR AND CAP STAMPED "PWS CONTROL" IN THE WEST SHOULDER OF THE ROAD IN TURNOUT. ELEVATIONS ARE NAVD 83 DATUM BASED ON OPUS SOLUTION UTILIZING THE GEBCO 12B MODEL. AN ELEVATION OF 28.21 FEET WAS MEASURED AT THE FOREMENTIONED CONTROL POINT 50.
- CONTOURS AND SPOT ELEVATIONS WERE OBTAINED BY CONVENTIONAL SURVEY TECHNIQUES. NO TREES WERE OBSERVED IN THIS SURVEY.
- THE RIGHT OF WAY SHOWN ON THIS SURVEY IS SIXTY SIX FEET WIDE BASED ON LOCATION OF EXISTING CENTERLINE AS SURVEYED HEREON PER ROAD REGISTER NO. S 54 56 02. THE ADJACENT BOUNDARY LINES AND RIGHT OF WAY INFORMATION NOTED ARE BASED ON COUNTY OF HUMBOLDT PLANS CIRCA 1892. ADJACENT BOUNDARIES ARE APPROXIMATE ONLY BASED SCALED ON COUNTY MAP. THIS INCLUDES THE COUNTY PROPERTY FOR CENTERVILLE BEACH PARKING AREA. A SURVEY OF THAT PROPERTY IS RECORDED IN BOOK 26 OF SURVEYS, PAGE 6 RECORDED IN OCTOBER 1970. NO CORNER BOUNDARY MARKERS OR FENCES WERE OBSERVED AS SHOWN ON SAID SURVEY. THIS PROPERTY LOCATION IS APPROXIMATE AS NOTED ABOVE.

GENERAL NOTES

- CONTRACTOR MUST COMPLY WITH BUSINESS AND PROFESSIONS CODE SECTION 8711 (b) REGARDING REFERENCING PRESERVING AND RECONSTRUCTING MONUMENTS, WHETHER OR NOT MONUMENTS ARE SHOWN IN THESE PLANS.
- IF MONUMENT IS DAMAGED BY CONTRACTORS OPERATIONS, CONTRACTOR SHALL REPLACE MONUMENT AT CONTRACTORS EXPENSE.

LEGEND

△ CONTROL POINT

Point #	Easting	Northing	Elevation	Raw Description
50	5898973.9900	2100617.5200	28.21	CP_R&C
51	5909180.3572	2101050.5335	16.80	CP_MAG
52	5899345.5329	2101196.5402	22.38	CP_SPK
53	5899370.1778	2101058.8877	13.67	CP_SPK
54	5899197.9894	2101222.1906	19.84	CP_MAG_IN_LOG

Segment	Type	Length	Radius	Direction	Start Station	End Station
L1	LINE	4.46	-	N6° 04' 37.69"E	"R" 2+00.00	"R" 2+04.46
C1	CURVE	130.32	316.24	-	"R" 2+04.46	"R" 3+34.78
L2	LINE	57.05	-	N32° 41' 18.71"E	"R" 3+34.78	"R" 3+91.83
C2	CURVE	116.16	541.34	-	"R" 3+91.83	"R" 5+07.99
L3	LINE	130.82	-	N20° 23' 40.98"E	"R" 5+07.99	"R" 6+38.81
C3	CURVE	156.52	891.23	-	"R" 6+38.81	"R" 7+95.13
L4	LINE	12.88	-	N10° 19' 56.04"E	"R" 7+95.13	"R" 8+08.12
C4	CURVE	183.13	229.09	-	"R" 8+08.12	"R" 9+11.24
C5	CURVE	115.99	57.40	-	"R" 9+11.24	"R" 10+27.23
C6	CURVE	47.90	136.72	-	"R" 10+27.23	"R" 10+75.13
L5	LINE	48.77	-	S8° 01' 38.59"E	"R" 10+75.13	"R" 11+23.90
C7	CURVE	74.25	83.04	-	"R" 11+23.90	"R" 11+98.14
C8	CURVE	36.15	72.35	-	"R" 11+98.14	"R" 12+34.30
L6	LINE	33.06	-	N75° 51' 28.87"E	"R" 12+34.30	"R" 12+67.36

Segment	Type	Length	Radius	Direction	Start Station	End Station
L7	LINE	34.34	-	N74° 07' 13.28"W	"R" 6+08.00	"R" 6+34.34
L8	LINE	23.67	-	N33° 22' 14.77"W	"R" 6+34.34	"R" 6+58.01
L9	LINE	157.11	-	N4° 07' 38.02"E	"R" 6+58.01	"R" 7+15.12

Segment	Type	Length	Radius	Direction	Start Station	End Station
C9	CURVE	73.22	837.26	-	"R" 6+08.00	"R" 6+73.22
L10	LINE	12.98	-	N10° 19' 56.04"E	"R" 6+73.22	"R" 6+86.20
C10	CURVE	127.42	283.08	-	"R" 6+86.20	"R" 7+13.62
C11	CURVE	8.18	111.37	-	"R" 7+13.62	"R" 7+22.81
C12	CURVE	47.43	46.00	-	"R" 7+22.81	"R" 7+70.23

SURVEY CONTROL

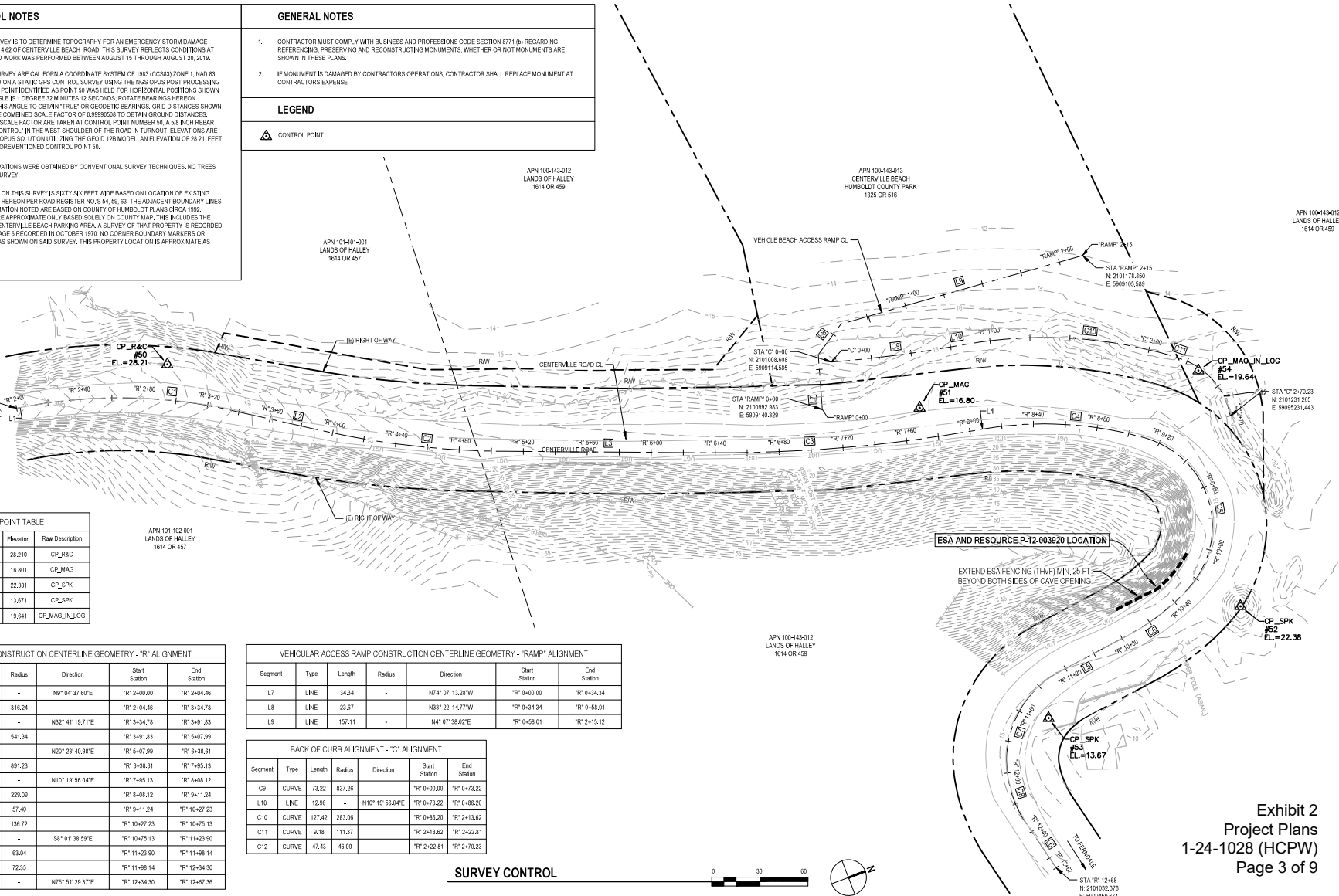
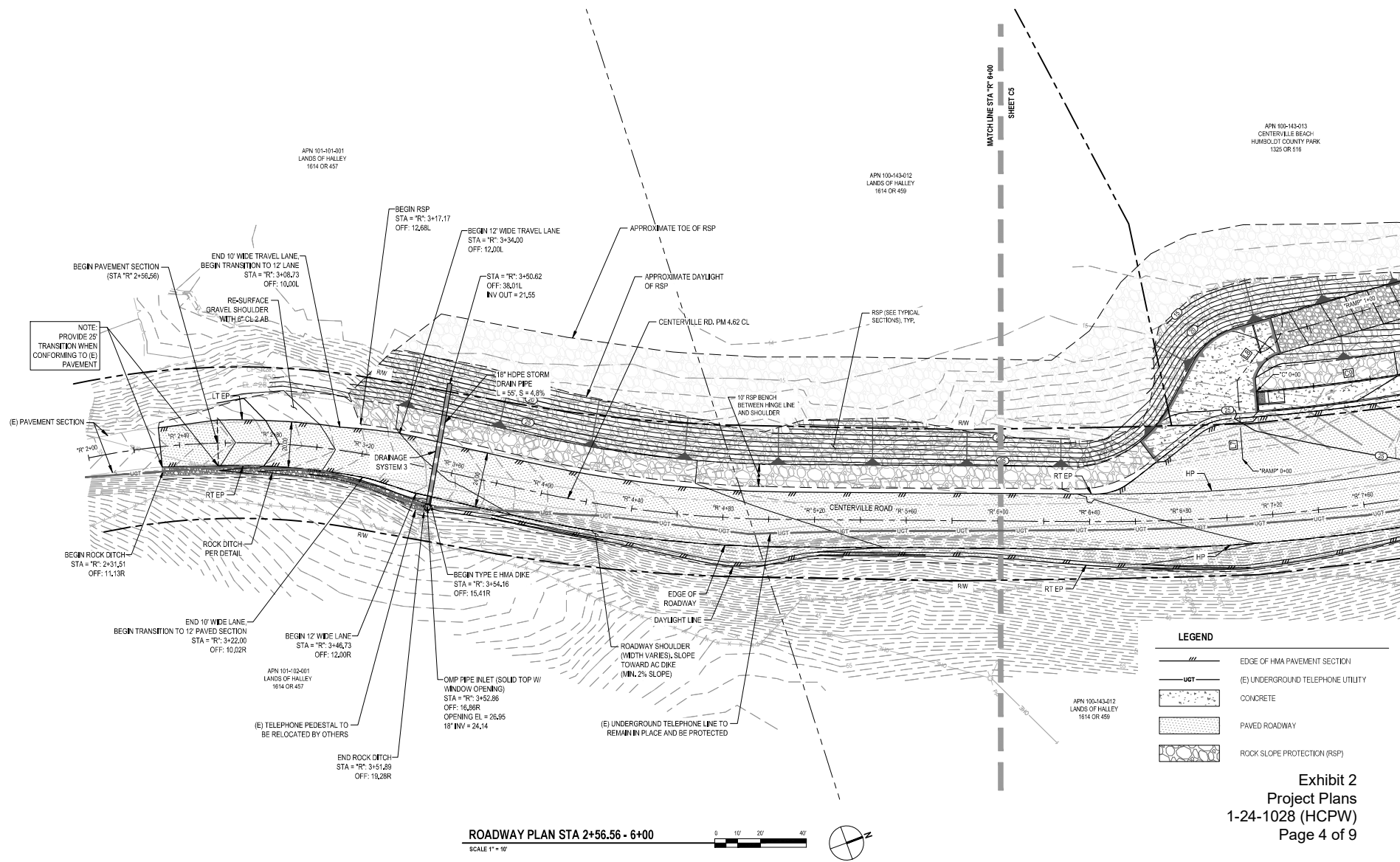


Exhibit 2
Project Plans
1-24-1028 (HCPW)
Page 3 of 9

SHEET
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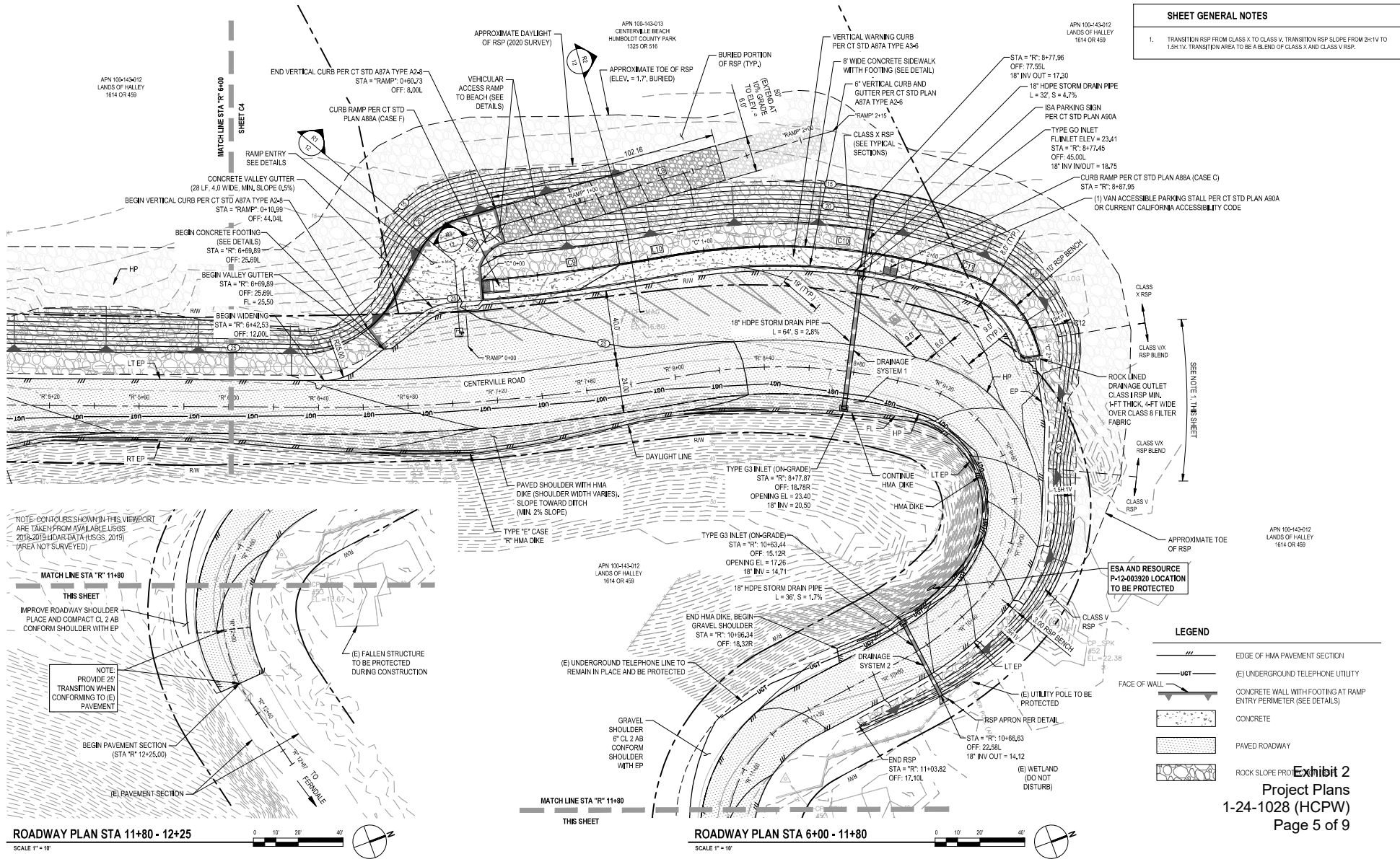
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ROAD NO: C20010	DESIGNED BY: C. HAYES
MILE POST: 4.62	DRAWN BY: J. SWEHA
PROJECT NO: ER-320(232)	REVIEWED BY: J. SWEHA
CONTRACT NO: 217447	APPROVED BY:
PLAT DATE: 9/11/20	

COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS
CENTERVILLE ROAD PM 4.62
ROADWAY PLAN

SHEET
7
OF
16

SHEET GENERAL NOTES

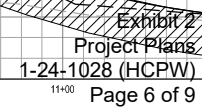
- TRANSITION RSP FROM CLASS X TO CLASS V. TRANSITION RSP SLOPE FROM 2H 1V TO 1.5H 1V. TRANSITION AREA TO BE A BLEND OF CLASS X AND CLASS V RSP.



LEGEND

- EDGE OF HMA PAVEMENT SECTION
- (E) UNDERGROUND TELEPHONE UTILITY
- CONCRETE WALL WITH FOOTING AT RAMP ENTRY PERIMETER (SEE DETAILS)
- CONCRETE
- PAVED ROADWAY
- ROCK SLOPE PROTECT

Exhibit 2
Project Plans
1-24-1028 (HCPW)
Page 5 of 9



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COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS
CENTERVILLE ROAD PM 4.62
DRAINAGE PROFILES

SHEET
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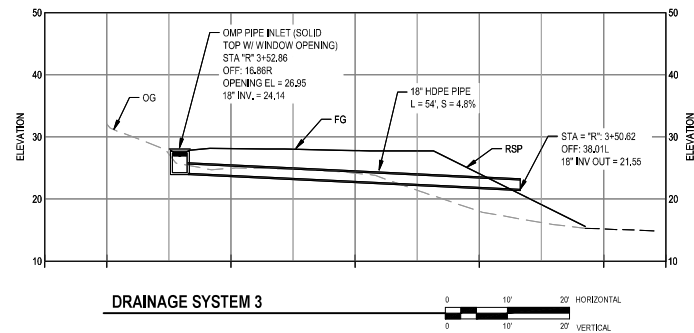
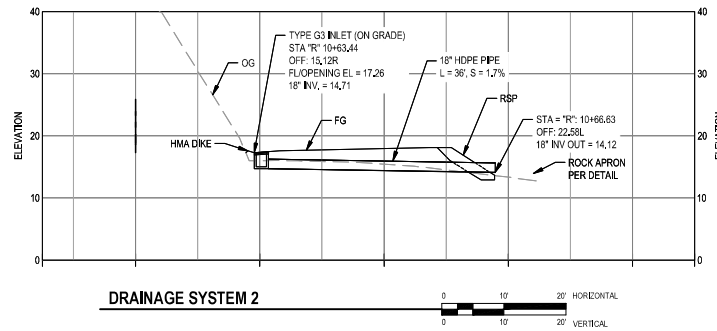
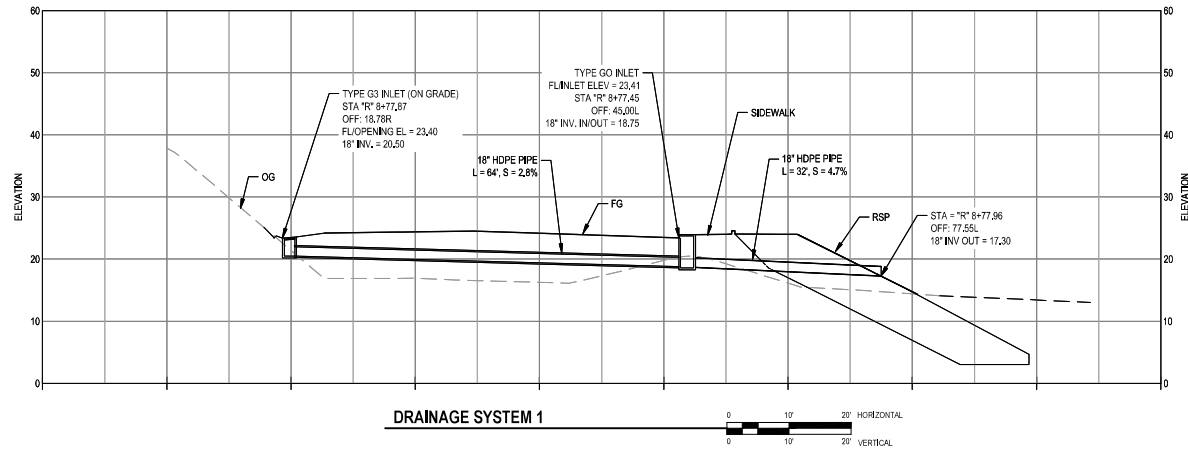


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Page 7 of 9

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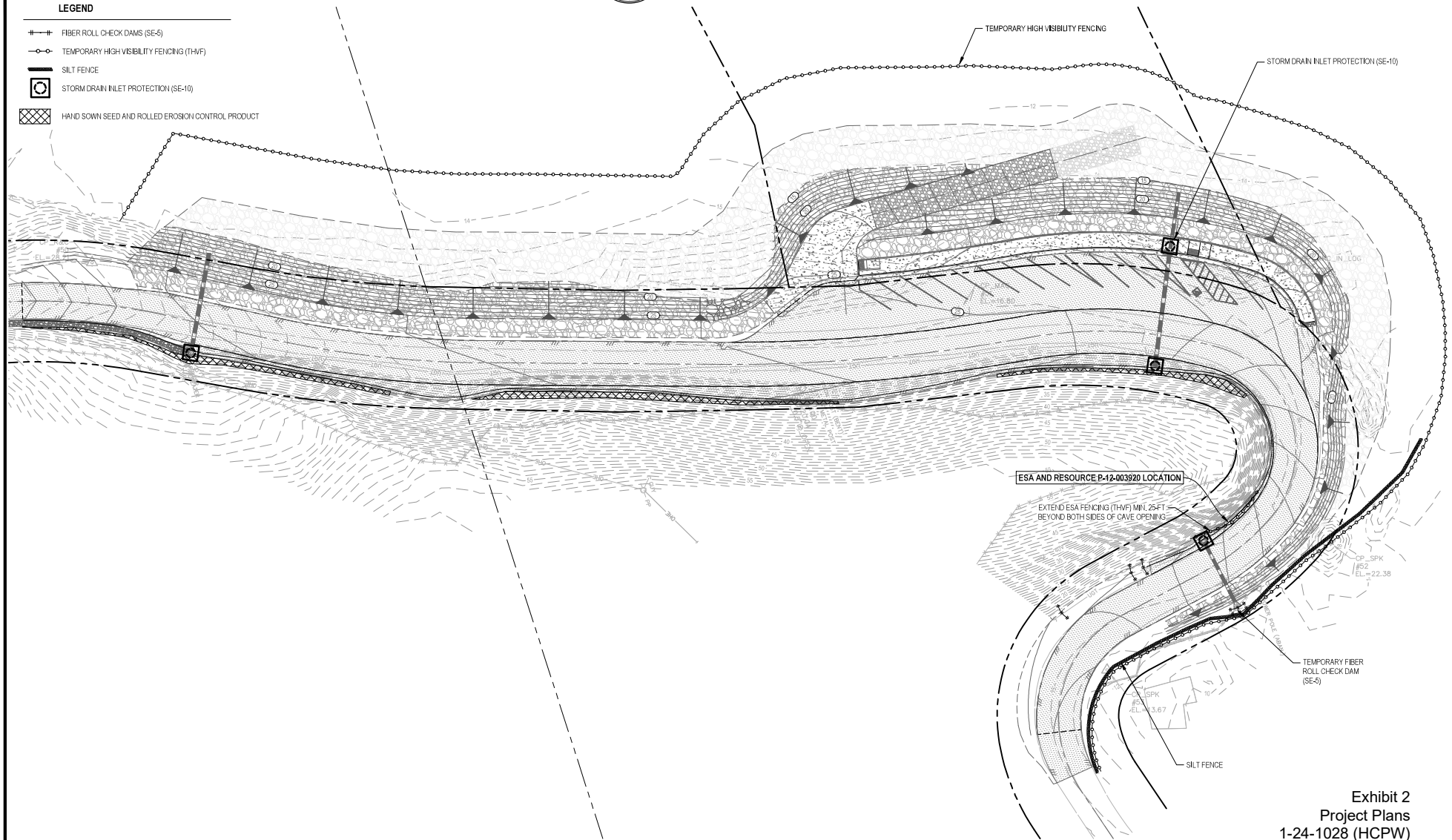
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COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS
CENTERVILLE ROAD PM 4.62
EROSION CONTROL PLAN

SHEET
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OF
16

LEGEND

- FIBER ROLL CHECK DAMS (SE-5)
- TEMPORARY HIGH VISIBILITY FENCING (THVF)
- SILT FENCE
- STORM DRAIN INLET PROTECTION (SE-10)
- HAND SOWN SEED AND ROLLED EROSION CONTROL PRODUCT



CENTERVILLE ROAD PM 4.62 PLAN VIEW

SCALE 1" = 10'



Exhibit 2
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1-24-1028 (HCPW)
Page 8 of 9

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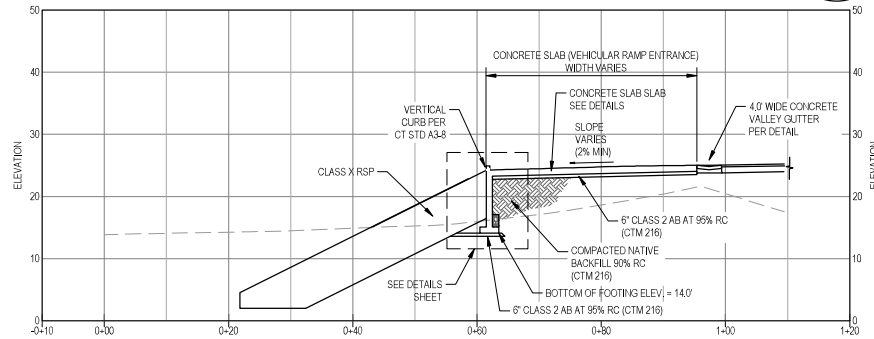


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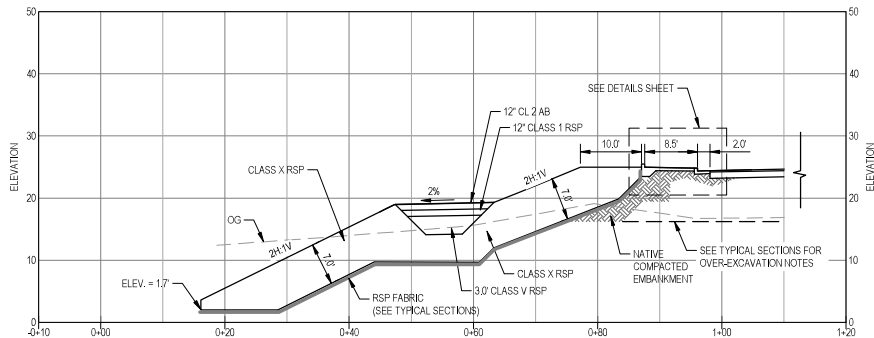
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CENTERVILLE ROAD PM 4.62
CONSTRUCTION DETAILS

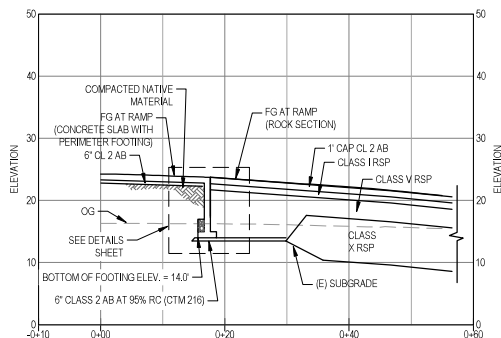
SHEET
12
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16



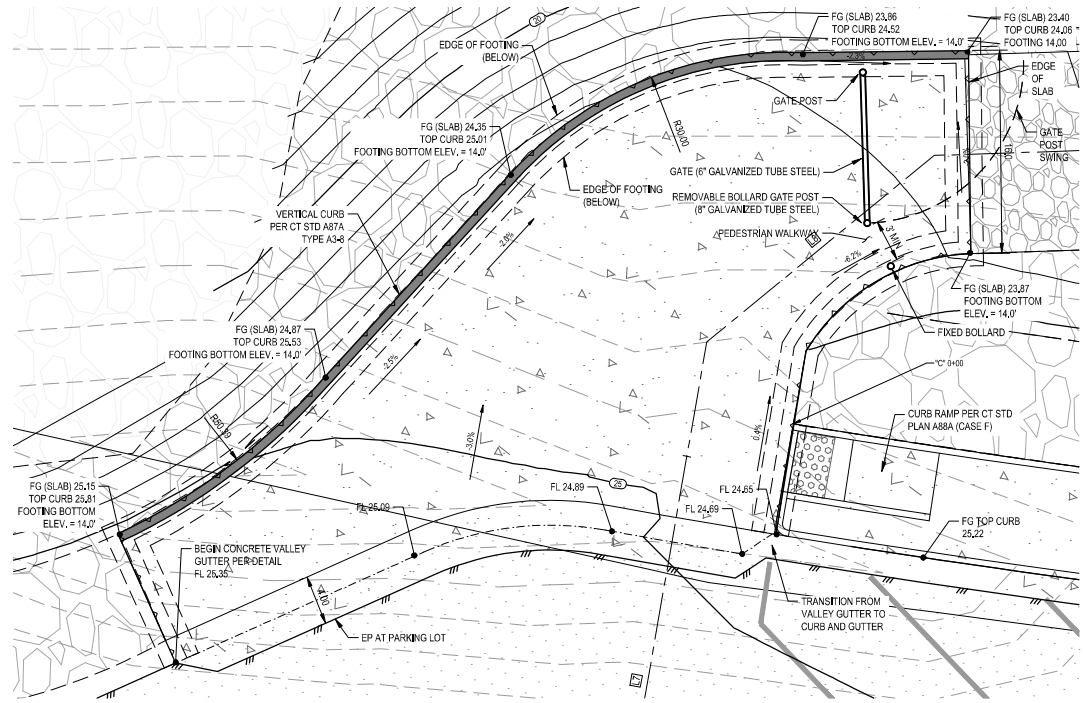
R1
7
SECTION - VEHICULAR RAMP CONCRETE SLAB WITH FOOTING
SCALE: 1" = 10'



R2
7
SECTION - VEHICULAR RAMP ROCK SECTION
SCALE: 1" = 10'



R3
7
SECTION - VEHICULAR RAMP SLAB AND ROCK TRANSITION
SCALE: 1" = 10'



VEHICULAR RAMP ENTRANCE PLAN
SCALE: 1" = 5'

January 20, 2026

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California Coastal Commission
1385 8th Street, Suite 130
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SUBJECT: Response Letter to the Commission's December 3, 2025 Letter regarding Centerville Road and Centerville Beach County Park Storm Damage Repair Project (CDP Appl. No. 1-24-1028)

Dear Mr. McNamara:

The purpose of this letter is to respond to the points presented in the Commission's letter dated December 3, 2025, and to share additional information regarding the Centerville Road and Centerville Beach County Park Storm Damage Repair Project ("Centerville Storm Damage Repair Project") and its context:

Overview of Project

The project involves repairing storm damage to portions of Centerville Road and Centerville Beach County Park, two public facilities managed by the County of Humboldt. Centerville Road provides access to the county park and Centerville Beach, the Bureau of Land Management's Lost Coast Headlands area, and approximately eight private residences. The county park provides coastal recreation access to Centerville Beach which extends northward approximately five miles to the Eel River estuary. Centerville Beach is a highly valued and popular beach especially for people living in the Eel River Valley, including residents of Fortuna, Loleta, Ferndale, and Rio Dell and members of the Bear River Band of Rohnerville Rancheria. Parking and access to the beach are allowed at no cost. The county park is the only public access point to Centerville Beach south of the Eel River.

The county park is currently severely compromised due to erosion and sand build-up and there are safety concerns due to the current practice of people parking along the edge of the roadway for beach access where sight distance is poor due to the curvature of the road. The current footprint of the parking area is much less than historical conditions due to episodes of wave overwash and erosion. Under current conditions the park and road are at substantial risk for flooding, erosion, interruption of service, and further damage. Both the beach parking lot and the county road are existing structures built prior to 1977.

The Centerville Storm Damage Repair Project involves repairs of storm damage with added protective features (betterments¹) to make the facilities more resilient while a permanent inland re-location can be planned and implemented. Federal aid is available for the project from the state- and federally declared disaster of 2017. Initially, the County of Humboldt actively pursued the option of realigning the road to an inland location, including identification of potential road alignments and design concepts. However, private landowners were unwilling to provide right-of-way at the time. As a result, the County of Humboldt proceeded with the studies and engineering work necessary for repairs to the facilities at the existing locations.

¹ The term "betterments" in the context of the Federal Highway Administration and federal aid for storm damage repairs is defined at 23 CFR 668.103.

The Centerville Storm Damage Repair Project will buy time for a permanent re-location inland of the county road and beach access point and avoid catastrophic failure of these facilities and emergency loss of access to private homes and public access to a public beach. The project involves raising the elevation of the road and parking area, providing rock revetment along the fillslope, constructing an ADA-compliant accessible parking area with ramp down to the beach, and re-vegetation. Providing designated off-road parking will address the current safety hazards and make the beach much more accessible for people of all ages and abilities.

The elevation of the current road and parking area is approximately 16 to 17 feet NAVD88 and the new elevation would be 25 feet NAVD88. The total project length is approximately 750 feet. The estimated encroachment area for the armoring structure is 1.2 acres. Calculations were made to estimate the volume of sand that would be denied from supplying the littoral cell assuming the bluff behind the road would otherwise be allowed to erode without the project. The total volume of reduced sand input to the littoral cell was conservatively estimated at 890 cubic yards per year, which would total 13,000 cubic yards (assuming erosion from 2035 to 2050) to 22,000 cubic yards (assuming erosion from 2026 to 2050).

Overview of Setting and Geomorphic Context

The project site is situated along the shoreline within the Eureka Littoral Cell which extends from Trinidad Head (north) to False Cape (south). The project site is situated near the southern end of the littoral cell, south of the Humboldt Bay entrance and Eel River estuary. The project site is located where the shoreline transitions from dune-backed (north of the site) to bluff-backed (south of the site). Attachment 1 provides a set of oblique aerial photographs collected by the U.S. Geological Survey on April 30, 2025.

The shoreline north of the site is a dune/wetland complex where the dunes have experienced significant erosion due to storms and wave overwash events. In August 2025, the Commission approved CDP 1-17-0328 and Consistency Determination CD-0004-24 for the Russ Creek and Centerville Slough Restoration Project (“Centerville Slough Project”). The purposes of this project include enhancing and expanding tidal wetlands and tidal channel connectivity, enhancing dune function and natural dune formation processes, increasing native plant communities, restoring a portion of a freshwater tributary (Russ Creek), and improving the viability and resiliency of working lands. The project includes constructing back dune berms to help stabilize and restore the dunes and aid in dune-building processes by preventing or reducing the amount of sand being carried inland and into the restored habitats. In considering this project, the Commission established conditions requiring expansion of the tidal restoration area which in turn requires raising the elevation of a portion of Centerville Road (approximately 0.5 miles inland from the Centerville Storm Damage Repair Project) to reduce its vulnerability to flooding as a result of the expanded tidal area. The County of Humboldt is currently working with the project sponsors and the Humboldt County Resource Conservation District to develop the design for these road improvements.

The shoreline in the vicinity of the County’s project site is highly dynamic in response to a multitude of drivers such as the orientation and wave energy of storm events, seismic activity, relative sea level rise, and changes in the sediment budget of the littoral cell. Specific major drivers to the shoreline evolution include: adjustments to land elevation changes from the 1992 Cape Mendocino earthquake; El Nino weather patterns; and changes in the Eureka Littoral Cell sand budget. Over the last 20 to 30 years, the dunes north of the project site have experienced significant erosion and wave overtopping and the bluffs south of the project site have experienced major cliff face and top retreat. The bluffs south of Centerville Beach have one of the highest erosion and retreat rates statewide². Bluff erosion south of the project site is associated with active mass wasting and landsliding.

² Swirad and Young, 2022. Spatial and temporal trends in California coastal cliff retreat. *Geomorphology* 412 (2022) 108318. Cliff retreat at Centerville Beach has continued since this paper was published, including a major erosion episode in February 2024.

Overall, the Eel River is the dominant source of sand input to the Eureka Littoral Cell³. From 1966 to 2001, the sand input to the littoral cell from all fluvial loading averaged 3,132,000 cubic meters per year (4.1 million cubic yards per year) and comprised 89.5% of the total input (NHE, 2024, Table 17). The Eel River provided approximately 86% of the fluvial sand load during that period. Bluff erosion averaged 66,680 cubic meters per year (87,000 cubic yards per year) and represented 1.9% of the total inputs (NHE, 2024, Table 12).

NHE (2024) identified that from 1955 to 1990 there was a period of positive sand residual within the littoral cell during which excess sand was available for inner-shelf storage and shoreline and dune growth. From 1966 to 1990, dredged material from Humboldt Bay was placed within the littoral cell including at two sites located south of the Humboldt Bay entrance. Starting in 1990, the surplus sand residual was significantly reduced, coinciding with the start of placing dredged sand at the Humboldt Open Ocean Disposal Site (HOODS) outside the littoral cell. NHE (2024) identified a major shift in 1999, when the sand budget began having a continual negative residual, representing a sand deficit. The primary factors in this long-term sand deficit are export of sand from Humboldt Bay dredging out of the littoral cell to HOODS, decreased fluvial sand loads, fluvial extraction, and sand loss from relative sea level rise (NHE, 2024, pg. 47). NHE (2024) concluded that the 20-year period of decreased cumulative sand residual beginning in 1999 may be contributing to shoreline erosion and dune recession during this period (NHE, 2024, pg. 49). In 2025, a portion of the sandy material from Humboldt Bay navigation channel maintenance dredging was placed into the nearshore area north of the Humboldt Bay entrance by the U.S. Army Corps of Engineers as a pilot project, in response to concerns about shoreline erosion and the on-going loss of littoral sediment through disposal at HOODS.

Localized analysis of the subcell between the mouth of the Eel River and False Cape has not been conducted. For a general comparison, the conservatively estimated rate of sand reduction (890 cubic yards per year) associated with the County's storm damage repair project is 0.02% of the average annual fluvial load and 1% of the average sand input from bluff erosion to the littoral cell for the 1966-2001 period. The actively eroding coastal bluffs south of the project site are likely a major local source of sand to the shoreline along Centerville Beach in addition to the fluvial loads from the Eel River. As described in NHE (2024), changes to fluvial loading and management of dredged material are the dominant drivers for the sand budget of the littoral cell over the last several decades.

The Commission's December 3, 2025 notes that rock armoring is absent along the open coast within several miles of the Centerville Beach area. In addition, Humboldt County overall has the lowest amount (0.2%) of armored cliffs of any coastal county in California (compared to 8.2% state-wide, 1.5% in northern California, 7.1% in central California, and 20% in southern California)⁴.

Coastal Act Considerations and Significance of Impacts to Coastal Resources

Here we highlight some of the applicable sections of the Coastal Act (emphasis added with underlining) and provide comments:

Section 30210 of the Coastal Act states:

"In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse."

³ Northern Hydrology & Engineering (NHE), 2024. Eureka Littoral Cell Updated Tributary Sand Loads and Sand Budget. Prepared for Friends of the Dunes and California State Coastal Conservancy. April 2024.

⁴ Table 1 in Swirad and Young, 2022.

Section 30213 of the Coastal Act states:

“Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.”

Section 30210 highlights that protecting and providing for maximum public recreational access is one of the main cornerstones of the Coastal Act. Section 30213 further establishes protection of lower cost visitor and recreational facilities as a mandate (“shall” vs. “may”). These sections provide strong support for approval of the County’s project because public recreational access to a nearly five-mile section of Centerville Beach will most likely be lost or severely impaired if the project is not implemented.

Section 30235 of the Coastal Act states:

“Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.”

The County’s position is that even though Centerville Beach County Park and Centerville Road have been modified over time in response to periodic wave overwash and erosion, they are fundamentally the same structures (i.e., a parking area with access routes to the beach and a public roadway) and should be considered “existing structures” by the Commission because they were constructed prior to January 1, 1977. In addition, Centerville Beach County Park should be considered a coastal-dependent use⁵ by the Commission because currently there is no other feasible location for a broadly accessible beach access point to the approximately five-mile-long Centerville Beach, due to property ownership, topographic and landscape constraints, and the presence of environmentally sensitive habitat areas. A parking area located adjacent to the beach is essential to provide access for coastal recreation to people with special mobility needs (including seniors and people with physical disabilities). The road corridor and parking area are situated along the base of the bluff at the bluff/dunes transition and currently provide the only feasible location for a public road and beach access point. In this local context, the beach access point provided by Centerville Beach County Park is a coastal-dependent use. Therefore, Section 30235 allows the Commission to approve placement of revetment in conjunction with repairing the park’s parking area and the public road. Moreover, Section 30235 provides an entitlement⁶ to shoreline protection when necessary to protect endangered pre-1977 existing structures, public beaches, and coastal-dependent uses, as long as the protection is designed to eliminate or mitigate impacts on sand supply.

The significance of impacts to the local shoreline sand supply and other coastal resources should be evaluated based on the local geomorphic context and the neighborhood scale of development. As discussed above, the estimated reduction of sand contribution is an extremely small fraction of the local shoreline sand supply and will have no significant adverse effect on shoreline processes. Based on the information discussed here and in previous submittals, the scale of impacts to coastal resources is small and would not be significant.

⁵ Section 30101 of the Public Resources Code defines “coastal-dependent development or use” as any development or use which requires a site on, or adjacent to, the sea to be able to function at all.

⁶ California Coastal Commission Sea Level Rise Policy Guidance (Final Adopted 2024 Update), Chapter 8 (Legal Context of Adaptation Planning), pg. 230.

Final Points

1. Inland relocation of Centerville Road and creation of a new or substantially modified beach access point for Centerville Beach will be required in the future to adapt to changing shoreline conditions. Managed retreat will take a long time and will be expensive.⁷ The process of moving infrastructure back from the shoreline near Centerville Beach will require extensive conversations with the community of the Eel River Valley and landowners along Centerville Road. Inland relocation will depend on having a community-supported plan, sufficient funding, and willing sellers of property or right-of-way (with condemnation as a last-resort option). Funding for a project of this magnitude will depend on state or federal funding and will likely require at least 20 years. Neither inland retreat of the road nor creating a new inland beach access point are feasible at this time. Therefore, the proposed project is the only feasible alternative for preserving coastal recreation access at Centerville Beach and maintaining uninterrupted road access to residential and public properties south of the project site. Interim protection of the beach access point and county road are critically important to allow time for developing a successful retreat strategy.
2. The County supports a planning study, if grant funding is available, to look at the overall public access at Centerville Beach and potential changes to access points, facilities, ownership, and management, with an emphasis on identifying an adaptation strategy that preserves public access to Centerville Beach with inland re-location of a parking area. However, at this time the County cannot commit to any outcomes for re-location of the beach access point.
3. The County is willing to conduct an engineering study of realignment options for the Centerville Road and to continue negotiating with private landowners regarding right-of-way acquisition. The County is willing to provide written updates to the Commission at a designated frequency. The County cannot commit to a specific timeline for re-locating the road because that action is dependent on the availability of funding and successful right-of-way acquisition.
4. The County is willing to continue discussions with the applicants of the Centerville Slough Project regarding the concept of the County being the holder of the public access easement required by the CDP for that project.
5. The County proposes to cover the rock revetment with sand as a measure to mitigate the placement of hard armoring along the shoreline.
6. The County is willing to accept a permit condition requiring removal of the armoring in the future (to the extent required by the Commission) when inland re-location of the county road and beach access point are established.
7. The County is willing to accept a permit condition prohibiting future armoring of the portion of the eroding bluff south of the project site where mass wasting processes are a primary driver of the erosion.

Sincerely,

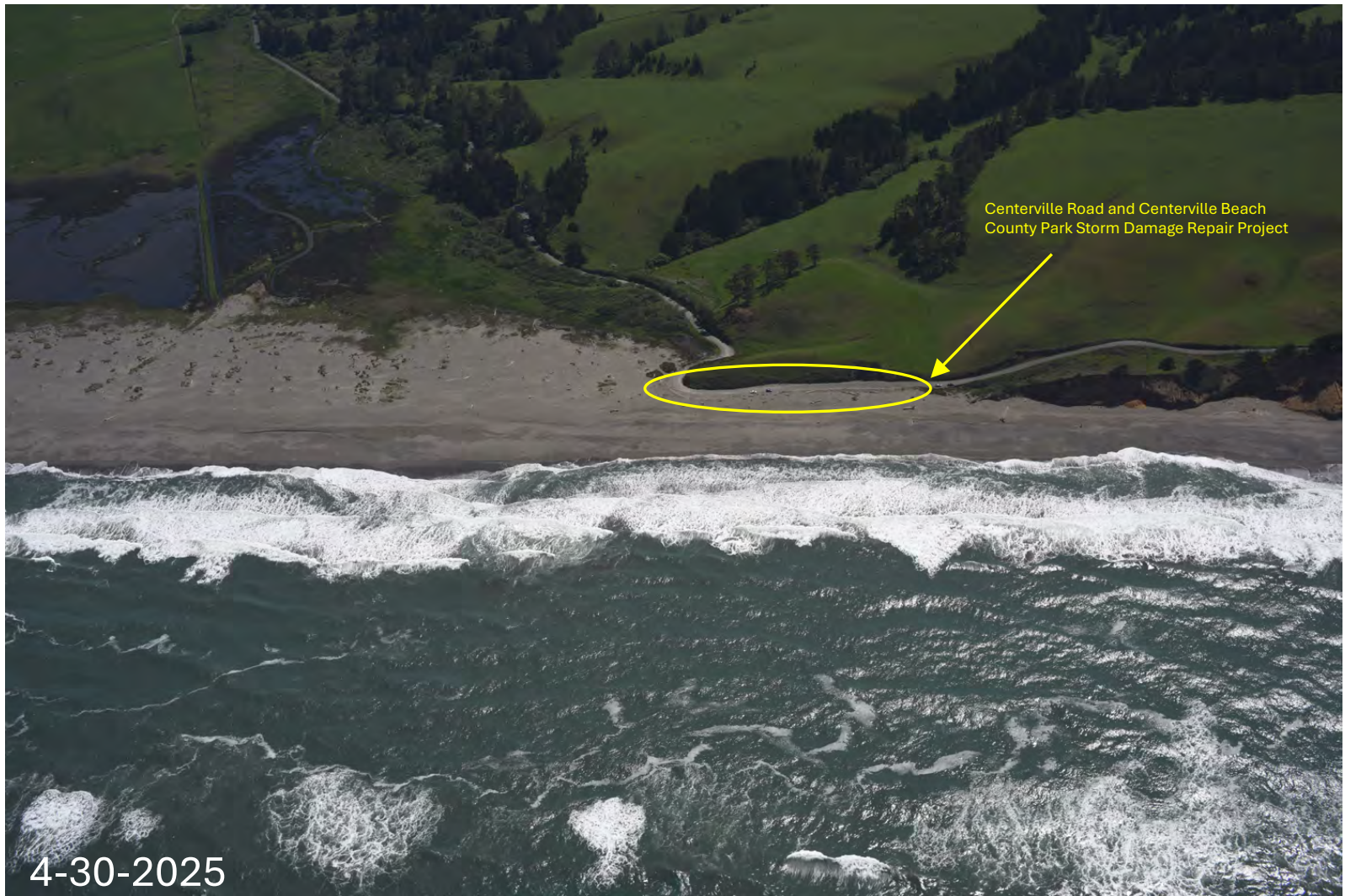
Hank Seemann

Hank Seemann
Public Works Deputy-Director
County of Humboldt

Attachment 1: Oblique aerial photographs collected by the U.S. Geological Survey (April 30, 2025)

⁷ Lester et al, 2022. Shoreline Retreat in California: Taking a Step Back. Journal of Coastal Research, 38(6):1207-1230.

Attachment 1



4-30-2025



4-30-2025



4-30-2025

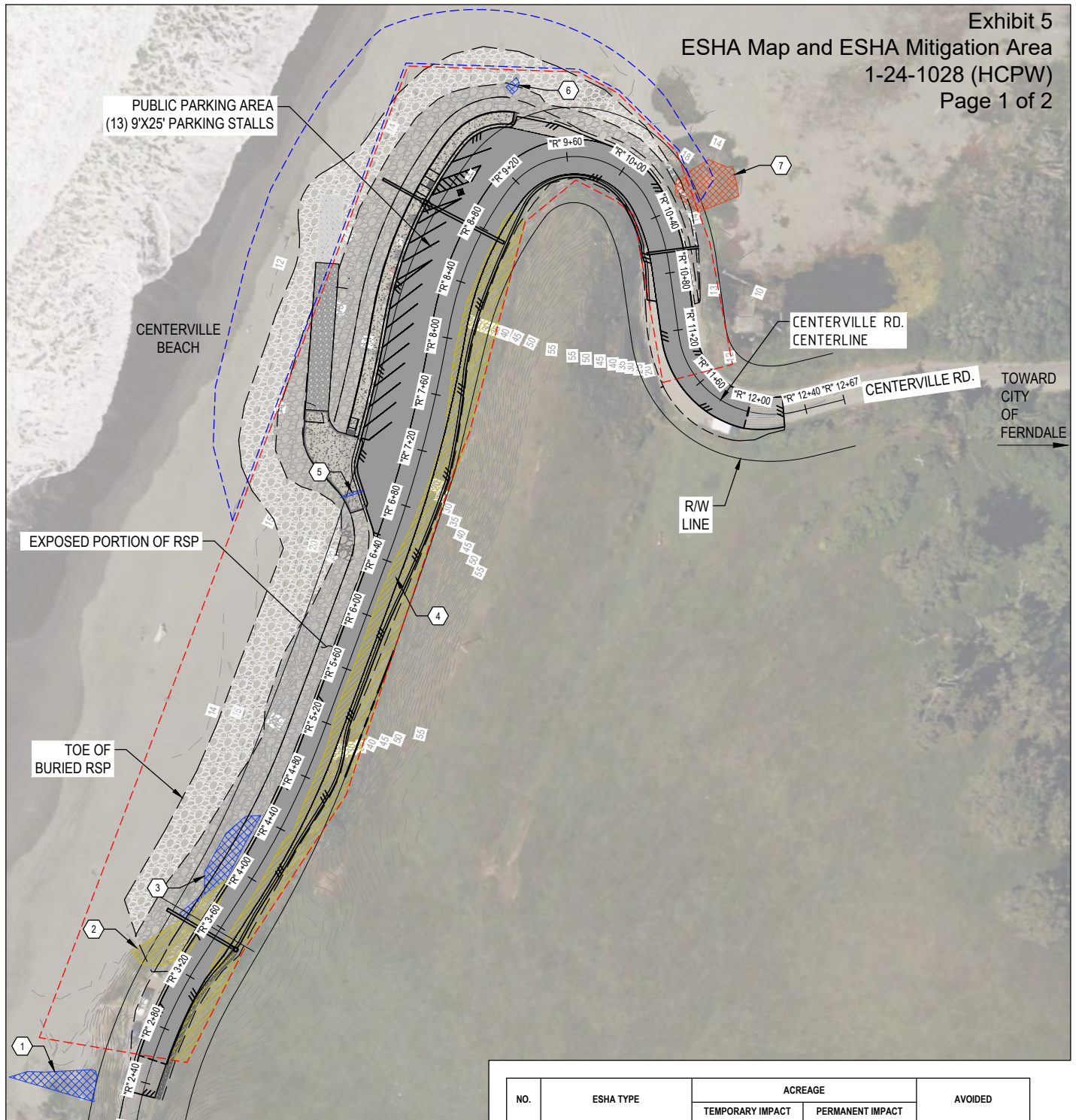


County Alternative for road alignment

Exhibit 4
Potential Realignment Alternatives For Centerville Rd.
1-24-1028 (HCPW)
Page 1 of 2



Figure 7. Example road removal and transition to DG trail.

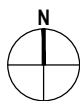


LEGEND

- | | |
|-------------------------------------|-----------------|
| 2020 RECONNAISSANCE STUDY AREA | (N) CONCRETE |
| AUG. 2019 RECONNAISSANCE STUDY AREA | DUNEMAT |
| SAND COVERED RSP | COASTAL BRAMBLE |
| RSP | WILLOW |
| (N) ASPHALT | |

NO.	ESHA TYPE	ACREAGE		AVOIDED
		TEMPORARY IMPACT	PERMANENT IMPACT	
1	DUNEMAT	N/A	N/A	0.017
2	COASTAL BRAMBLES	0.002	0.026	N/A
3	DUNEMAT	N/A	0.021	N/A
4	COASTAL BRAMBLES	0.066	0.168	0.044
5	DUNEMAT	N/A	0.001	N/A
6	DUNEMAT	N/A	0.001	N/A
7	WILLOW	0.013	0.002	0.010
N/A	TOTAL	0.159	0.223	0.071

Paper Size ANSI A
 0 10' 20' 40'
 Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Vertical Datum: NAVD88-ft



COUNTY OF HUMBOLDT
 DEPARTMENT OF PUBLIC WORKS
 CENTERVILLE ROAD STORM DAMAGE REPAIRS
 PROJECT NO. ER-32LO(232)
 CONTRACT NO. 217447
POTENTIAL ESHA IMPACTS

Project No. 11212081
 Report No.
 Date 3/5/2025

FIGURE 1

Exhibit 5
 ESHA Map and ESHA Mitigation Area
 1-24-1028 (HCPW)
 Page 2 of 2

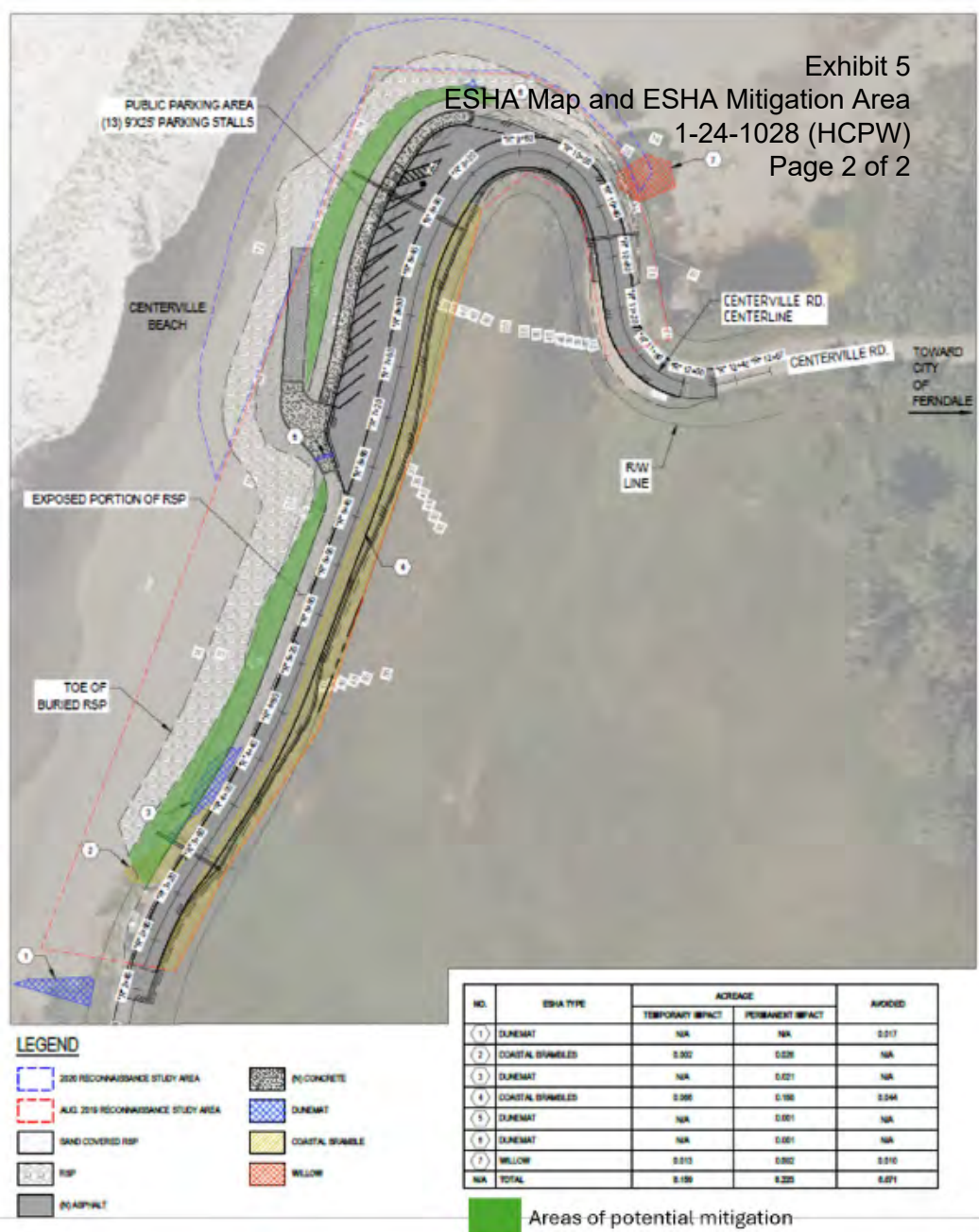


Figure 4 Potential locations for mitigation are shown in green.



Figure 1. Project area (red-lined polygon) and action area (black-dashed-line polygon). The Centerville Beach portion of the action area is where potential impacts to plovers or plover habitat may occur.

Conservation Measures

When used in the context of the Act, “conservation measures” represent actions proposed by the federal agency that are intended to further the recovery of and/or to minimize or compensate for project effects on the species under review. Because conservation measures are pledged in the project description by the action agency, their implementation is required under the terms of the consultation (Service and NMFS 1998).

The proposed action includes the following conservation measures that will be implemented specifically to avoid and/or minimize potential adverse effects to plovers. Caltrans has proposed other standard measures and best management practices in their biological assessment for the project, which may also avoid and/or minimize potential impacts to plovers and plover habitat but were not included specifically for the plover.

- No night work (with new, artificial sources of lighting) may occur within the action area.
- Pre-construction environmental awareness training will be conducted by a Service-approved biologist for all project workers prior to the initiation of work in sensitive habitat. The

training will include a physical description of plovers, plover nesting habitat, environmental laws, and permit requirements. Visual aids will be provided.

- To avoid attracting potential plover predators (e.g., ravens, crows, skunks) to the project area, a litter control program will be instituted during construction. All construction personnel will ensure that their food scraps, paper wrappers, food containers, cans, bottles, and other trash from the project area are deposited in covered or closed trash containers. The trash containers will be removed from the project area at the end of each working day.
- For construction activities conducted during the plover nesting season (i.e., between 1 March and 30 September), daily pre-activity plover surveys by a Service-approved biologist will be conducted in all suitable habitat within the action area. For work conducted outside the plover nesting season (i.e., between 1 October and 28/29 February), daily pre-activity surveys will be conducted within the project area plus 164 ft. (50 m). The plover surveyor/monitor will also remain on site during all construction activities occurring within suitable plover habitat. If the plover monitor determines that operations are resulting in a behavioral disturbance to existing plovers, or if one or more plovers move into the action area, work will stop immediately and not begin again until the plover(s) have vacated the action area.
- If an active plover nest is found within the action area the plover monitor shall place a virtual construction-avoidance buffer zone around the nest in consultation with the Service. The buffer zone will be delineated digitally (i.e., with no physical fencing or other physical demarcation) to avoid attracting attention to the nest. In addition, most of the suitable plover habitat within the action area is privately owned so applying physical demarcations would not be allowed. Construction activities shall avoid nest site(s) until the monitor determines that the young have fledged, or nesting activity has ceased (e.g., nest failure, predation of chicks).
- Active nests (if any) shall be monitored from a safe distance (i.e., far enough from nest to avoid disturbing adults or chicks) at least once per day to determine whether birds are exhibiting signs of stress (e.g., frequent flushing, failure to brood eggs or chicks) possibly due to construction activities. Construction activities that might, in the opinion of the plover monitor, disturb nesting activities (e.g., excessive noise or visual disturbance), shall be prohibited within the buffer zone until such a determination is made.
- Access to the project area will occur from the roadway, and construction activities and equipment staging will be limited to the project area. No equipment will be staged or driven outside the project area. However, in the unlikely event the project requires vehicle use above the wave slope (i.e., sand wetted by the last tidal cycle) within suitable plover habitat, vehicles will only access the beach during daylight hours, and be limited to 5 miles per hour (mph; 8 kilometers per hour [kph]) or the minimum speed required to prevent becoming stuck in the sand, but never to exceed a speed of 15 mph (24 kph). The plover monitor will walk in front of the vehicle to ensure plovers are flushed and not struck by the moving vehicle. Daily pre-activity surveys will likely find active nests, if any, and construction vehicles will be excluded from nest sites and protective nest buffer areas mentioned above. The Service considers short-term behavioral disturbance such as flushing unlikely to result in an adverse effect to plovers, however, repeated behavioral disturbances to the same birds may result in an adverse effect. This is unlikely because plovers have not used the action area

for nesting in at least the past 20 years and infrequently use the action area for roosting or foraging and thus will probably not be encountered by vehicles.

- Project personnel shall not bring pets (i.e., dogs) to the construction site.

STATUS OF THE SPECIES AND CRITICAL HABITAT

Legal Status

The Service listed the Pacific coast population of the western snowy plover (*Charadrius nivosus nivosus*; plover) as threatened on March 5, 1993 (58 FR 12864), and designated critical habitat in 1999 (64 FR 68508). Critical habitat was redesignated in 2005 (70 FR 56970) and revised in 2012 (77 FR 36727). The Service issued a 5-year review in 2006 (Service 2006) and 2019 (Service 2019) and a recovery plan in 2007 (Service 2007).

Taxonomy and Description

The western snowy plover is a small shorebird, about the size of a sparrow, in the family Charadriidae (which includes plovers, lapwings, dotterals, and killdeer). When listed in 1993, the western snowy plover was considered a subspecies of the Kentish plover (i.e., *Charadrius alexandrinus nivosus*). In 2011, the International Ornithological Congress and the American Ornithologists' Union pronounced the snowy plover as a separate species *C. nivosus*, and the western snowy plover as the subspecies *C. nivosus nivosus*.

Western snowy plovers have a horizontal posture and a short neck and are sandy gray above and white below. Breeding adults have a black crown stripe, a dark ear patch, and a black patch on the side of the neck, black bills, and dark gray legs. Breeding females are slightly drabber than breeding males. Nonbreeding adults lack the dark crown stripe and have a paler neck stripe. Immature plovers are similar in appearance to nonbreeding adults, but with scaly pale edging on their back feathers. Both sexes are 5.9 to 6.7 inches (in.; 15–17 centimeters [cm]) in length, weigh 1.1 to 2.0 ounces (32.5–58 grams), and have a wingspan between 13.4 and 17.0 in. (34–43.2 cm).

Distribution and Abundance

The western snowy plover breeds primarily on coastal beaches from southern Washington to southern Baja California, Mexico. Historical records indicate that nesting plovers were once more widely distributed and abundant in coastal Washington, Oregon, and California (Service 2007). In Washington, plovers formerly nested at five coastal locations (Washington Department of Fish and Wildlife 1995) and at over 20 sites on the coast of Oregon (Service 2007). In California, by the late 1970s, nesting plovers were absent from 33 of 53 locations with breeding records prior to 1970 (Page and Stenzel 1981).

The first abundance estimates for coastal populations of the plover in California came from surveys conducted during the 1977 to 1980 breeding seasons by Point Reyes Bird Observatory (Page and Stenzel 1981), where surveyors recorded a total of 1,566 adult plovers during the 4-year survey period. The results of the surveys suggested that the plover had disappeared from significant parts of its coastal California breeding range by 1980 (Service 2007).