Project Inspection Report

APN: 316-071-004

Notification #1600-2017-0319-R1

Prepared by

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On March 17th, 2022, Green Road Consulting visited APN 316-071-004 to evaluate the current extent of the permitted work performed for LSA Agreement **1600-2017-0319-R1** and the requirement for the filing of a Work Completion Report. A follow up visit was performed on October 5th, 2022, to evaluate the finished work. All work was completed as of the October 5th, 2022 site visit.

MP2 (40.8989, -123.7335) Figures 1-3.

LSA Project Description: Stream crossing: Upgrade existing dirt ford to an armored ford.

Status at 10/5 Site Visit: Armored ford has been properly installed.

MP3 (40.8979, -123.7359) Figures 4-7.

LSA Project Description: Stream crossing: Replace undersized 18" diameter culvert with minimum 24" diameter culvert.

Status at 10/5 Site Visit: the 18” culvert has been properly replaced with a 24” culvert.

MP4 (40.9004, -123.7284) Figures 8-13.

LSA Project Description: Stream crossing: 1.) Install minimum 36" diameter culvert at existing crossing to reestablish natural flow path. 2.) Remove 12" diameter culvert at spring and direct flow into rock armor inboard ditch connected to inlet of 36" culvert.

Status at 10/5 Site Visit: The 36” culvert has been properly installed and the 12” removed. The ditch has been rock armored and disconnected the roadway from the spring.

MP6 (40.9046, -123.7310) Figures 14-16.

LSA Project Description: Stream crossing: Install minimum 24" diameter culvert at existing ford crossing to reestablish natural flow path and disconnect diversion to adjacent channel

Status at 10/5 Site Visit: 24” culvert has been installed and disconnected from the adjacent channel.

MP7 (40.9045, -123.7313) Figures 17-19.

LSA Project Description: Stream crossing: Replace existing 18 " diameter culvert with minimum 24" diameter culvert.

Status at 10/5 Site Visit: 18” culvert has been replaced with a 24” culvert.

MP8 (40.9024, -123.7355) Figures 20-26.

LSA Project Description: Decommission crossing: 1.) Remove existing 18" diameter culvert and fencing. 2.) Excavate a stream channel across south extent of flat to connect spring flow to Class II channel. 3.) Revegetate banks of constructed channel (50 feet from top of bank) with native conifer seedlings (container, spaced 8-10'). 4.) Remove perched unstable fill to create a 2:1 slope. 5.) Remove any remaining garbage within 150 feet from the stream.

Status at 10/5 Site Visit: The culvert has been removed and the stream channel reconnected. Revegetation efforts have occurred with high survival rates as of 10/5/2022. The unstable fill and all garbage have been removed.

MP9 (40.9045, -123.7332) Figures 27-30.

LSA Project Description: Decommission crossing: 1.) Excavate existing fill crossing to reestablish stream channel along natural flow path. 2.) Rock armor constructed channel and hydrologically disconnect road approaches to minimize erosion.

Status at 10/5 Site Visit: fill crossing excavated, and rocked armor installed. Road approaches hydrologically disconnected.

MP10 (40.9054, -123.7314) Figures 31-36.

LSA Project Description: Stream crossing: 1.) Install minimum 30" diameter and 60 foot long culvert to realign diverted stream channel to natural flow path. 2.) Excavate channel downslope from culvert outlet through landing to match natural topography and rock armor constructed channel. 3.) Revegetate

riparian zone (50 feet from top of bank) with native conifer seedlings (container, spaced 8-10'). Move boat > 50 feet from top of bank of stream.

Status at 10/5 Site Visit: Culvert has been properly installed with the channel downstream excavated and reconstructed. The area has been revegetated and the boat removed.

MP12 (40.9052, - 123.7287) Figures 37-39.

LSA Project Description: Stream Crossing: Replace undersized 12" diameter culvert with minimum 24" diameter culvert.

Status at 10/5 Site Visit: 12” Culvert has been replaced with 24” culvert.

MP13 (40.9055, -123.7280) Figures 40-44.

LSA Project Description: Stream remediation: 1.) Pull back over steepened western bank of spring channel. 2.) Revegetate riparian zone (50 feet from top of bank) with native conifer seedlings (container, spaced 8-10'). 3.) Clean out inlet and outlet of existing 18" diameter culvert. 4.) Remove and properly dispose of cultivation waste.

Status at 10/5 Site Visit: The western bank has been pulled back and the stream restored. The trash has been removed from the area and the culvert cleared. Revegetation efforts have been successful as of 10/5/2022.

MP14 (40.9026, -123.7257) Figures 45-46.

LSA Project Description: Decommission crossing: 1. Excavate existing Humboldt crossing to the natural stream bed elevation. 2. Rock armor as necessary to minimize erosion.

Status at 10/5 Site Visit: Crossing has been decommissioned and the area appears to be at natural stream bed elevation. Rock armor is lightly installed.

MP19 (40.9054, -123.7342) Figures 47-49.

LSA Project Description: Stream remediation: 1. Excavate graded flat to reestablish channel and natural flow path. 2. Install minimum 24” diameter culvert. 3 Rock armor excavated channel and culvert outlet to minimize erosion.

Status at 10/5 Site Visit: Channel has been reestablished along natural flow path with 24” culvert and rock armor installed.

MP20 (40.9071, - 123.7330) Figure 50-52.

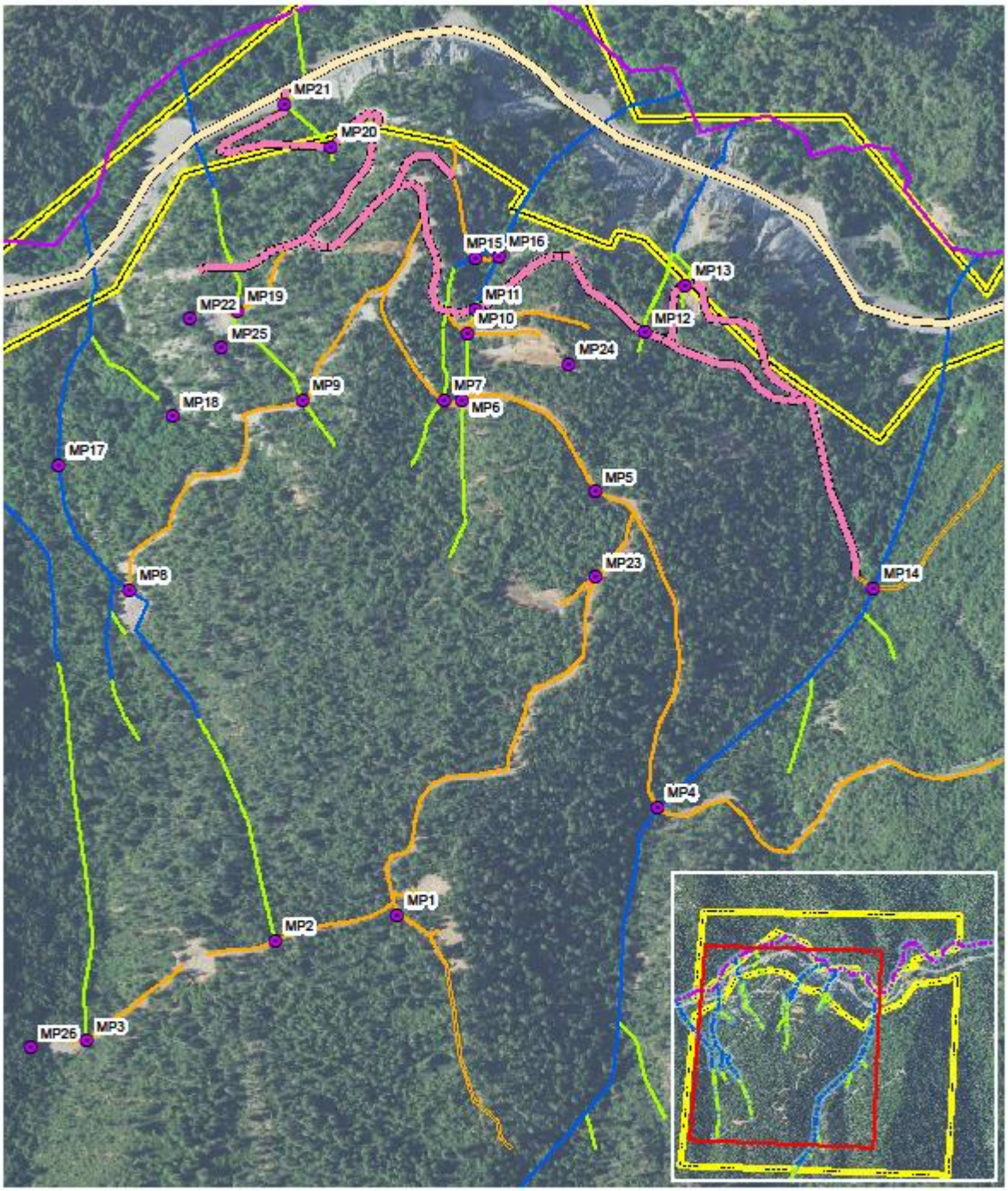
LSA Project Description: Stream crossing: 1.) Excavate existing fill crossing to reestablish natural flow. 2.) Install minimum 24” diameter by 60' long culvert.

Status at 3/17 Site Visit: 24” culvert properly installed.

MP21 (40.9074, -123.7336) Figure 53-56.

LSA Project Description: Stream crossing: Install minimum 24" diameter culvert at existing crossing.

Status at 3/17 Site Visit: 24” culvert installed.



1600 Project Points Map APN 316-071-004

map_points3
Inset
Parcel Boundary
Stream Buffer
Disturbed Area

Roads
Skid
Permanent
Seasonal
Road Decom
PG&E
Rolling Dips
Water Bars

Watercourses
Class I
Class II
Class III
Class IV
Residence
RV/Trailer

Privy
Storage Shed
Fuel Storage
Fertilizer Storage
Spoils
Map Points

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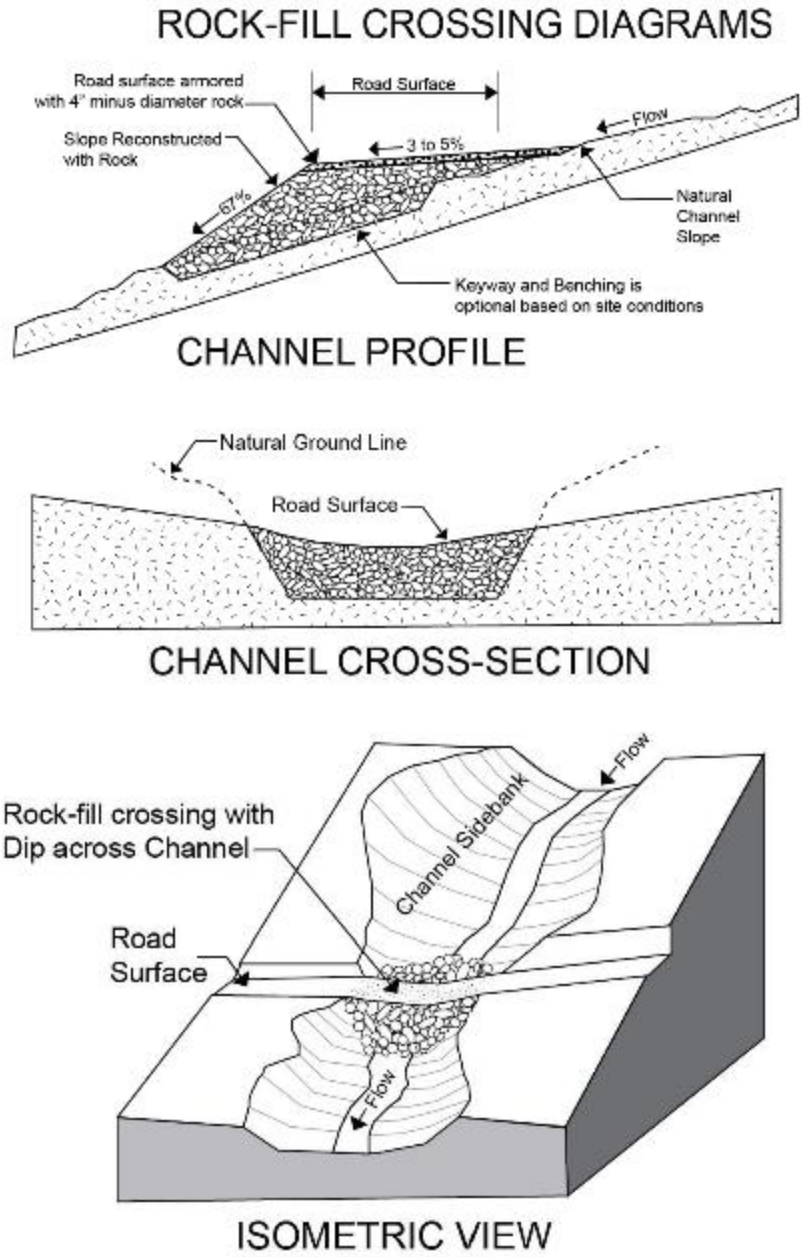

Figure B-2. Rock-fill crossing diagrams.

Figure 1: MP2 Installed Rocked Ford.

Figure 2: Rock placed upstream of rocked ford crossing.

Figure 3: Rock armor placed downstream of MP2.

Figure 4: MP3 replaced 24” culvert.

Figure 5: MP3 24” culvert inlet.

Figure 6: MP3 24” culvert outlet.

Figure 7: MP3 24” culvert cleared.

Figure 8: MP4 rocked ditch disconnecting spring from roadway.

Figure 9: MP4 disconnected roadway.

Figure 10: Upstream of MP4.

Figure 11: Inlet of Mp4.

Figure 12: Downstream of MP4.

Figure 13: MP4 outlet.

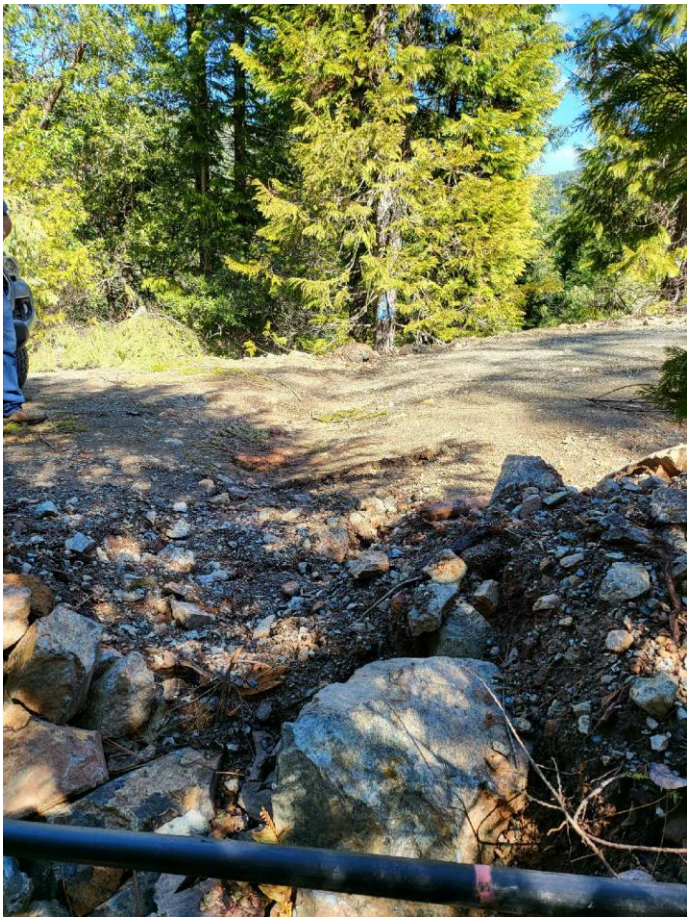

Figure 14: MP6 replaced 24” culvert.

Figure 15: MP6 Inlet.

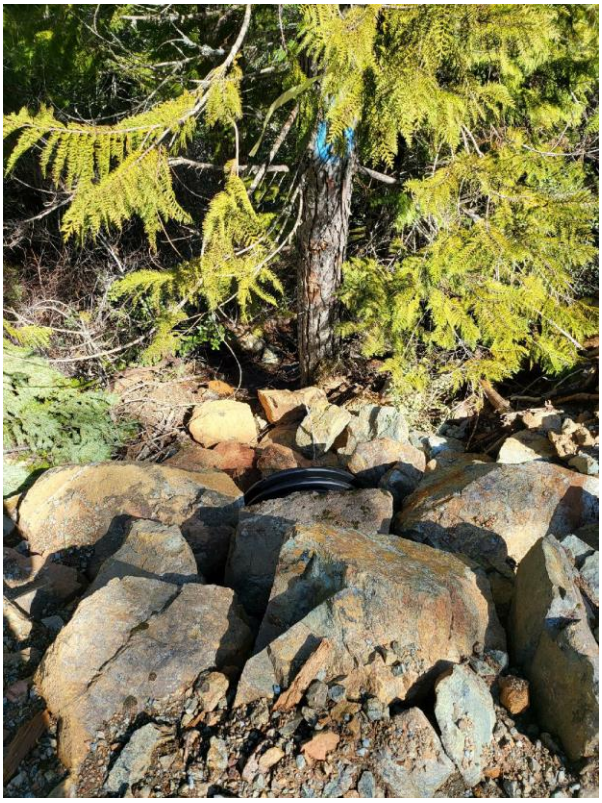

Figure 16: MP6 outlet.

Figure 17: MP7 inlet.

Figure 18: MP7 downstream.

Figure 19: MP7 outlet.

Figure 20: MP8 culvert remove and stream restored.

Figure 21: MP8 revegetation efforts.

Figure 22: MP8 perched unstable fill removed.

Figure 23: MP8 stream restoration.

Figure 24: MP8 all trash removed.

Figure 25: MP8 stream channel excavation to connect spring flow to Class II channel.

Figure 26: MP8 stream channel excavation to connect spring flow to Class II channel.

Figure 27: MP9 installed rock armor.

Figure 28: MP9 upstream.

Figure 29: MP9 downstream.

Figure 30: Water bar up the road from MP9.

Figure 31: MP10 replaced culvert and rocked road surface.

Figure 32: MP10 inlet.

Figure 33: MP10 outlet with reconstructed channel.

Figure 34: MP10 disconnected road surface from watercourse.

Figure 35: MP10 disconnected road surface from watercourse.

Figure 36: MP10 reconstructed channel, revegetation, and removal of boat.

Figure 37: MP12 inlet.

Figure 38: MP12 downstream.

Figure 39: MP12 outlet.

Figure 40: MP13 overview.

Figure 41: MP13 culvert downstream view.

Figure 42: MP13 culvert outlet.

Figure 43: MP13 slope pulled back, stream restored with revegetation efforts currently succeeding as of 10/5/2022.

Figure 44: MP13 cleared culvert inlet.

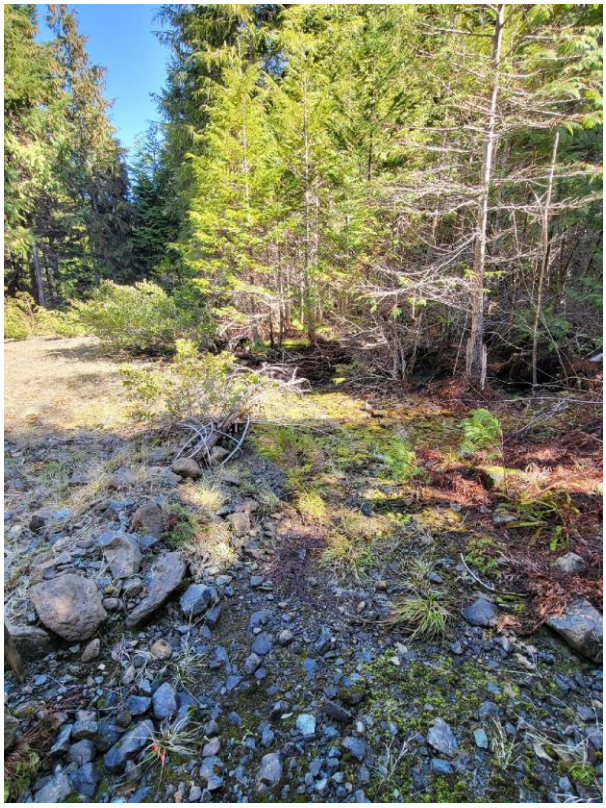

Figure 45: MP14 naturalized channel with rock.

Figure 46: MP14 rock armor.

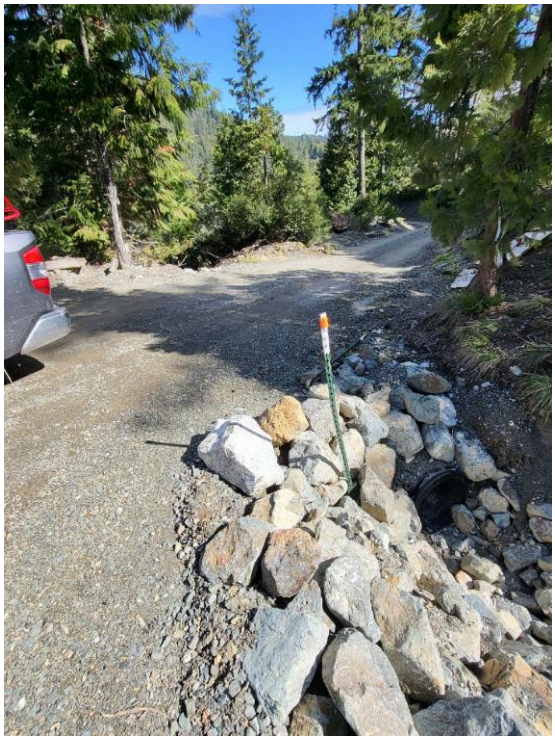

Figure 47: MP19 24” culvert.

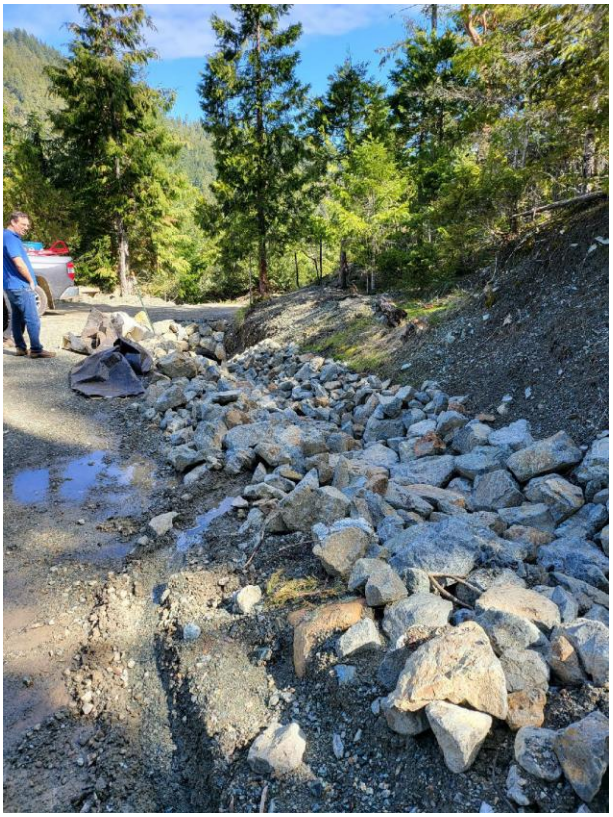

Figure 48: MP19 reestablished channel with rock armor.

Figure 49: MP19 outlet.

Figure 50: MP20 culvert and water bar.

Figure 51: MP20 culvert inlet.

Figure 52: MP20 culvert outlet.

Figure 53: MP21 culvert inlet.

Figure 54: MP21 culvert outlet.

Figure 55: Water bar on roadway above MP21.

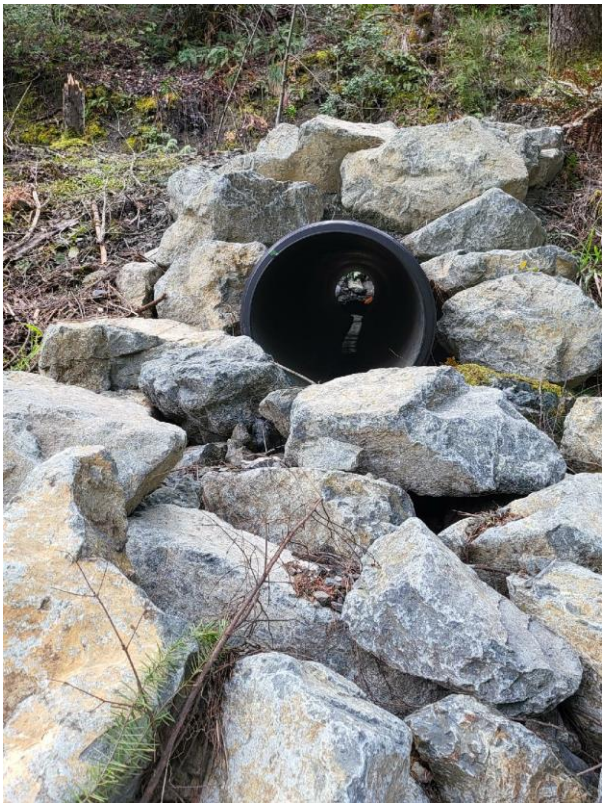

Figure 56: MP21 culvert.