

**NORTH PEAK ACTION PLAN:
SCOPE OF WORK**

Objective:

Repair and improve North Peak access road from Highway 1 McNee State Park entrance to Montara Mt critical communication infrastructure site at North Peak to enable travel by Type 3 fire engine apparatus and 4WD large utility truck (Ford 450 or similar).

Key Guidelines:

- Minimize grading to retain as much of the road surface as possible to reduce disturbing road crust. This is an emergency repair, not a final grading of a driveway.
- Flagging and presence of resource advisors (READs) is to guide heavy equipment operators on work specifications as they relate to sensitive and protected sites or where adjustment are needed to scope of work due to soil, rock, vegetation, drainage needs, eroded roadway width, etc. They shall be consulted on any deviations from scope of work.
- Crews and operators shall be trained on critical habitat and species identification relevant to project area as determined needed y landowner resources advisors (READs)

Scope of work includes:

1	Removal of tree branches and brush to provide clearance of 14'(maximum) height from ground within 10'(maximum) of current road edge. End state: Overhanging or encroaching vegetation is removed to allow for vehicle passage without impediment or contact from vegetation. Areas where minimum 20' total width and 14' height clearance. Where clearance cannot be obtained due to rock, downslope or protected sites, clearance height and width will be maximized within those constraints.
2	Removal of trees which have been identified as a hazard to fall on roadway due to dead or diseased condition. End state: Any trees identified as a hazard tree and at significant risk of falling on roadway will be removed.
3	Removal of trees to ground level which impede safe vehicle travel of vehicles. End state: trees along roadway will not impede vehicle one way traffic or force vehicle to unsafe position when passing.
4	Smoothing of bedrock sections exposed in roadway where feasible will be done by rock hammer to eliminate steps and smooth areas to enable road surface to stay in place. End state: Roadway rock steps will be removed allowing for smooth vehicle travel and maximizing adherence of any road surface materials to rock underneath.
5	Pulling in of berms along roadway with leveling of road surface with berm materials. All grading and movement of earth will occur within a maximum of 8-10' of the edge of current exposed road or to historical edge of road as exposed after vegetation removal. All earth movement and grading will minimize water speed on roadway and direct it off of road at appropriate locations. Gravel or appropriate fill may be brought in to provide fill at needed locations if berm materials are insufficient. Final grading will be done by small box scraper working from peak to bottom. End state: Maximum smooth graded roadway which allows for proper drainage of water off of road.

Road Repair Notes

Map Location	Location Notes	Comments/Directions
A	Lower North Peak Access Road	8", 10" Cypress
B	Middle Section NP Road Bypass	18",14", 10", 8",
C	Pedro Point Road – Paved	28" Pine, Clean out culvert inlet, 2 White 4" plastic risers in brush
D	Pedro Point Road – Paved	24", 14" Pines, 10", 12" Cypress
E	Pedro Point Road – Paved	White 4" plastic
F	North Peak Road – Steep	Clean out culvert inlet.
G	North Peak Road – Steep	Hazardous Grade Transition and failed ditch above steep turn. Build up drainage ditch berm and road surface for smoother transition. Clear outlet. Rock for rills bypassing outlet.
H	North Peak Road – East end of State Park	Road rutted out to a narrow steep ravine at transition to rock. Needs rock fill and drainage after mastication.