Revised Elk to Mendocino CAPM (01-0H600) Project Description

This Capital Preventive Maintenance Program (CapM) project is located in Mendocino County on State Route (SR) 1 beginning approximately 0.5 mile south of Elk at Post Mile (PM) 33.72 and ending just north of Mendocino at PM R51.00. The project would resurface the road with new driving surfaces, repair deep cracks in the road surface, repair or replace existing shoulder dikes to maintain existing drainage patterns, replace shoulder backing, ensure smooth conforms with existing driveways and side roads, upgrade existing guardrails and add concrete vegetation control to meet current standards, and construction of Rail Element Walls (REW) to support some specific guardrail sites. Two medians and three turn lane separators located on SR 1 near the community of Mendocino at the intersections of Jackson St. and Main St. and SR 1 would be removed and then paved to facilitate drainage and improve driver and Caltrans maintenance worker safety. Finally, two of the three vista points located within the project area would be resurfaced.

Much of this project is exempt from Local Coastal Plan (LCP) permitting as Repair and Maintenance activities, specifically the proposed road resurfacing work and roadside dike replacement. However, the guardrail upgrades and the addition of the Minor Concrete Vegetation Control to the guardrail sites, the construction of the REWs, as well as the additional median surfacing at SR 1 in Mendocino and sidewalk improvements at Little Lake Road, are subject to LCP review and permitting.

Miscellaneous Activities - Median Paving, HMA Dike Replacement, Sidewalk Curb Ramps, Electrical Cabinets, Cable Railing, and Signage

The project includes improvements to concrete medians at the north end of the project area near the community of Mendocino, removal and replacement of Hot-Mix Asphalt (HMA) dikes, sidewalk curb ramp upgrades at Little Lake Road in Mendocino, and replacement and upgrades to electrical cabinets at the north end of the project area (Appendix A. Sheet C-13).

The existing concrete median areas located at the intersection of Jackson St. and Main St. and SR 1 are raised curbs with side drain inlets. These areas include long centerline medians both north and south of the intersection as well as turn lane separators north and south of Main St and south of Jackson St. These raised concrete medians would be removed and replaced with asphalt at the same level as the driving surface to improve safety and would be marked with pavement delineators and traffic striping. As a result of resurfacing, the existing drainage inlet frames and covers in some locations may need to be adjusted to the new road grade level, though current flow-paths to existing drainage inlets and overside drains would be maintained. One median side facing drainage inlet south of the intersection at PM 50.48 would be replaced with a top-facing inlet to accommodate the new surfaces. The unpaved center median located north of the intersection at PM 50.55 would have the 125’ concrete curb removed and replaced, and an additional 0.02-acre portion of the same median would be paved with asphalt from the existing drainage inlet to the end of the existing curb (Appendix A: Sheet C-13).

Roughly 34,700 linear feet of existing HMA dike would be removed and replaced throughout the project area. Locations by post mile and lengths of the dikes are shown in Appendix A

(Appendix A, Sheet Q -2). There would be a 3’ wide shoulder backing section installed behind the back of the replaced dike where possible (Appendix A: Sheet X-1 to X-4, Q-3). Shoulder backing would be installed to the top of the dike. Existing drainage patterns would be perpetuated in all locations.

The three existing sidewalk curb ramps at the Little Lake Road intersection would be upgraded to meet current Americans with Disabilities Act (ADA) standards (Appendix A: Sheets C-16 to C-18). There will be a single curb ramp on the northeast corner, two on the southeast corner, and a single ramp on the southwest corner of the intersection that would receive updated yellow detectable warning surfaces at the crosswalk entrances and be graded to appropriate slopes. On the northeast corner a barrier railing would be placed to prevent people from crossing SR 1 on the north side of the intersection outside of sidewalks.

Two existing electrical cabinets with traffic loops would be replaced (Appendix A: Sheet E-1, E-2, E-3, E-4, E-5, ED-1, ED-2, and EQ-1. The existing electrical cabinet at PM 42.95 contains a traffic census station. This cabinet would be replaced with a larger cabinet on the existing foundation, the roadway traffic loops would be replaced, and the system would be updated to include truck classification. At PM 49.35, the existing cabinet would be replaced with a new one of the same size on the existing foundation and the roadway traffic loops would be replaced. At the intersection of Little Lake Rd. and SR 1, the traffic loops will be replaced on both directions of SR 1, and on both the eastbound and westbound directions of Little Lake Rd. The replacement of 2 of the curb ramps will cause the pedestrian push-button heights to be out of ADA compliance, so those will be adjusted. The adjustment of those will cause the whole intersection to change to touch-free, ADA-accessible pedestrian signals. There is a Call Box with an ADA pad located at PM 40.87 in the southbound turnout. The ADA pad would be removed and the Call Box pole would be temporarily relocated by the controlling agency (Mendocino SAFE) during the cold plane/paving operations and then reinstalled in the original location after those activities are complete.

The cable railing at PMs 40.90 - 40.91, 41.08 - 41.11, and 41.15 - 41.18 near the Navarro Bluffs would be replaced. This cable railings are located on top of an existing retaining wall and is currently 3 strands of steel cable showing evidence of weathering from the coastal influence. The new cable railing would be 4 strands of cable but no additional posts or other materials would be added. Total replacement measures 337.5 linear feet behind three sections of guardrail. There would be no increase in length of the existing cable railings because of the replacement (Appendix A: Sheets C-9, Q-4).

The sign panel updates would replace existing signs throughout the project area with new signs. Existing wooden signposts would be replaced with steel posts, and some signs would be increased from one to two signpost. Some sign panels would be replaced with a different size panel due to updated designs, a few sign panels/posts would be moved to accommodate new road striping, and some sign panels/posts would be left as is. Signs are included in the quantity sheets of the plan set and are referenced by post mile (Appendix A: SQ-1 to SQ-14). Some signs may be moved to accommodate new road striping or adjusted to avoid conflicts with extended guardrails. There will be five signs placed in new locations based on a request from a Traffic Safety Collision Analysis memo. These signs are directional chevron arrows placed behind the

guardrail to inform drivers of the approaching turn. These are yellow signs with black directional arrows. All other signs are replacements in kind, though minor design changes may result in different sizes, upgrades to two posts from one, or movement of a few feet. New signs will be substantially similar to existing signage in size and content, though likely to be brighter and more reflective than the signs they are replacing.

There are 3 vista points within the project limits. The vista point at PM 49.37 at Brewery Gulch Road would not be resurfaced as part of this project because of utility conflicts. The other two vista points, one located just north of Big River at approximately PM 50.45 and the other at PM 49.73, would be resurfaced.

Guardrail and Minor Concrete (Vegetation Control)

The project proposes to upgrade Metal Beam Guardrail (MBGR) to Midwest Guardrail System (MGS) using steel posts at 30 locations throughout the project limits, shown in the plan set on sheets C-7 through C-12 (PDF page 12-17). All proposed MGS are replacing existing guardrails except for 5 sites where extensions will be added. These sites are discussed below. Where MBGR cannot be upgraded, the existing MBGR would be adjusted or reconstructed.

The majority of WB guardrail transitions would be replaced with Transition Railing (Type AGT) guardrail transitions and terminal sections would be replaced with in-line terminal systems. The end sections are called alternative inline terminal sections (AIT TL-3) and are energy absorbing guardrail end treatments that are approximately 50 ft long. They are referenced throughout the plan set at “AIT TL-3”. “TL” stands for test level. Fifteen new concrete end anchor blocks (a.k.a. concrete barrier transitions) which are connected to the existing bridges will be installed to allow the new Transition Railing (Type AGT) sections to attach correctly to them. This will ensure the Caltrans 2023 Midcycle Standards are being followed. In total, about 14,962.5 linear feet of guardrail work would be included in the project scope.

The following guardrail numbers are proposed to be extended, mostly to accommodate new AITS. In one case, guardrail 5, the extension is not only to provide for the AITS but also to enhance road safety by extending the guardrail through the entire corner. Extended guardrails include:

- guardrail 1 (PM 33.72) would be extended by 12.5ft due to the extension of the concrete barrier transition which is about 16’ longer than existing
- guardrail 5 (PM 36.23) would be extended 312.5ft to bring it through the tight curve and accommodate the new Buried Post End Anchors
- guardrail 9 (PM 37.29) would be extended by 12.5ft to accommodate the new AITS
- guardrail 19 (PM 41.41) would be extended by 12.5ft to accommodate the new AITS
- guardrail 20 (PM 42.96 NB) would be extended by 37.5ft due to the requirement from Traffic Safety to install guardrail across the entrance of a temporary side road that is not currently needed.
- guardrail 20 (PM 43.14 NB) would be extended by 25ft due to the minimum guardrail length requirement of 75ft

- guardrail 24 (PM 45.59) would be extended by 12.5ft to accommodate the new AITS
- guardrail 27 (PM 48.02 NB) would be extended by 12.5ft to accommodate the End Anchor Assembly (Type SFT-M) guardrail section
- guardrail 27 (PM 48.02 SB) would be extended by 25ft based on request from Traffic Safety to protect drivers from the steep drop off behind it and to accommodate the End Anchor Assembly (Type SFT-M) guardrail section
- guardrail 29 (PM R49.55) would be extended by 25ft based on request from Traffic Safety and to accommodate the End Anchor Assembly (Type SFT-M) guardrail section.
- guardrail 30 (PM 50.17 NB) would be extended by 12.5ft due to the minimum guardrail length requirement of 75ft
- guardrail 30 (PM 50.17 SB) would be extended by 25ft due to the minimum guardrail length requirement of 75ft
- guardrail 30 (PM 50.27 SB) would be extended by 12.5ft due to the minimum guardrail length requirement of 75ft

Minor Concrete (Vegetation Control) would be added at all possible guardrail locations for a total length of approximately 14,190 linear feet over the extent of the project. This results in a New Impervious Surface amount of 0.73 acre over the length of the project.

The guardrails at both ends of the Albion River Bridge would be replaced. There would be concrete end anchor blocks incorporated at the four quadrants of Salmon Creek Bridge, Little River Bridge, and Big River Bridge to create standard guardrail transition connections. They will also be incorporated at the northeast corner of Greenwood Creek Bridge, the southeast corner of Navarro River Bridge, and the northwest corner of Navarro River Bridge. The southeast corner of Navarro River Bridge and the northwest corner of Big River Bridge are to receive concrete barrier slabs to prevent overturning forces in the event of a vehicle impact to the concrete barrier transition. The northeast corner of Greenwood Creek Bridge and the northeast corner of Big River Bridge are to receive 4’ deep trench footings to prevent overturning forces in the event of a vehicle impact to the concrete barrier transition. These trench footings would be excavated into the road shoulder and existing road embankment and would not require additional new clearing or new construction. The wood fence on the south side of Little River Bridge next to the southbound lane of traffic would be reduced in length by 50 linear feet to accommodate this concrete anchor block and guardrail components. These end anchor blocks would be connected to the existing bridge to meet modern transportation safety standards.

All guardrails would be treated to reduce reflectivity and blend the new guardrail with the surrounding environment. The treatment is a chemical treatment that occurs prior to delivery to the site and pre-weathers the metal to reduce glare. There is no paint or other material to flake off as the guardrail ages, and no chemicals that would impact water quality.

Rail Element Walls

Rail Element Walls (REW) are proposed in conjunction with the MGS upgrades at specific locations to provide adequate horizontal space for the proposed concrete weed mat. They also provide additional lateral support to the guardrails by stabilizing the guardrail posts where steep

slopes do not provide enough ground on the downhill side to adequately support the posts in the event of a collision. About 1,407 square feet of REW in total would be added behind and slightly beyond guardrail terminal systems. The REW in all locations are approximately 75 feet long, supporting the last 50 feet of the guardrail adjacent to it and extending an additional 25 feet beyond the end of the guardrail. In all cases the REW is located on the west side of the road and would be below the road surface and therefore not highly visible from the travelled way. Rail element walls are proposed at the following locations (Table 1):

Table 1: Locations and Lengths of Proposed Rail Element Wall

Location (by post mile)	Guardrail Number (per Plan Set)	Plan Sheet Page Number	Notes
33.92	2	C-7	Located opposite the Philo/Greenwood Road
34.81	3	C-7	Located at both the north and south ends of the guardrail
36.18	4	C-7	Located at the southern end of the guardrail
41.41	19	C-9	Located at the northern end of the guardrail
44.75	22	C-10	Located at the northern end of the guardrail
50.27	30	C-12	Located at the northern end of the guardrail
50.49	31	C-12	Located at the northern end of the guardrail

Environmentally Sensitive Habitat Areas

Environmentally Sensitive Habitat Areas (ESHA) in or adjacent to the ESL include aquatic resources, sensitive natural communities, riparian habitat, and habitat for special status species. Riparian habitat is not described further in the report because when present in the ESL, it was mapped as a California Coastal Commission wetland or a 3-Parameter Wetland. In some locations, ESHA types overlap (e.g., a special status plant occurrence mapped in an area that is also a wetland); therefore, the total ESHA for all types is not cumulative. All ESHAs adjacent to guardrail upgrades or staging areas are listed with a description of the habitat type in Table 2 and shown in maps in Appendix B. However, all proposed work for this project would occur within the existing roadway prism, beneath existing guardrail, or below existing signs. All areas that would potentially experience soil disturbance are previously disturbed areas that are routinely maintained through activities such as mowing, trimming, or scraping. As such, Caltrans has determined that the proposed project would not have any impacts on ESHA. Temporary High Visibility Fencing (THVF) will be placed by a qualified biologist during pre-construction surveys for ESHA sites listed below in Table 2 as a precautionary measure. All other ESHA identified and described in the Natural Environment Study (NES) were determined to be outside the construction footprint and will not be impacted by the proposed project.

Table 2: Environmentally Sensitive Habitat Areas (ESHA) adjacent to guardrails to be replaced or potential staging areas.

Name	ESHA Description	Acres	Post Mile	Map & Sheet	Avoidance Measures
W13	Scrub - shrub wetland	0.008	50.00	Appendix B, Wetland maps, Sheet 2	140’ feet of THVF to prevent entry into ESHA from staging area
W11	Riparian wetland	0.023	48.05	Appendix B, Wetland maps, Sheet 4	Riparian areas behind guardrail and at back of staging areas/pull outs at Little River. THVF to be placed at back of work area to prevent entry and minimize disturbance from construction effort
W12	Riparian Wetland	0.018	48.05	Appendix B, Wetland maps, Sheet 4	Riparian areas behind guardrail and at back of staging area/pull outs at Little River. THVF to be placed at back of work area to prevent entry and minimize disturbance from construction effort
OW5	Perennial Drainage	0.002	46.35	Appendix B, Wetland maps, Sheet 5	20’ of THVF will be placed at the site, centered on the drainage inlet (DI), to prevent entry and minimize disturbance from resurfacing and shoulder backing work
W8	Vegetated Ditch	0.006	44.90	Appendix B, Wetland maps, Sheet 5	THVF would be placed from the roadside bank at the south end of the guardrail site and extending 90’ north to prevent entry and protect the ditch and associated species from construction disturbance.
W9	Fresh Emergent Wetland	0.003	44.90	Appendix B, Wetland	THVF would be placed from the roadside bank at the south end of the

				maps, Sheet 5	guardrail site and extending 90’ north to prevent entry and protect the ditch and associated species from construction disturbance.
W7	Scrub - shrub wetland	0.007	44.05	Appendix B, Wetland maps, Sheet 9	40’ of THVF will be placed at site, centered on the DI, to prevent entry and minimize disturbance from resurfacing and shoulder backing work
W6	Vegetated Ditch	0.005	41.85	Appendix B, Wetland maps, Sheet 11	THVF will be placed around the culvert inlet from the end of the dike on SR 1 to the end of the dike on the side road to enclose the identified wet area.
CALPUSA_11	Coastal bluff Morning glory	-	41.85	Appendix B, Rare Plants maps, Sheet 11	Outside of the ESL at the intersection of SR 1 and the unnamed street to the east. The THVF installed for W6 (above) will prevent entry during construction.
W5	Scrub - shrub wetland	0.003	40.90	Appendix B, Rare Plants maps, Sheet 12	THVF will be placed along the back of the entire staging area/ pullout to keep staged equipment or other vehicles from leaving the gravel surface and prevent disturbance.
W4	Riparian Wetland	0.005	40.15	Appendix B, Wetland maps, Sheet 13	THVF will be placed 5’ behind guardrail to match guardrail line and prevent unnecessary entry. Riparian wetland area is the edge of Navarro River riparian forest. No direct impact is anticipated.
W3	Fresh Emergent Wetland	0.003	36.65	Appendix B,	THVF will be placed from inlet grate north

				Wetland maps, Sheet 18	until wetland indicators are no longer visible. THVF will prevent accidental entry during resurfacing and placement shoulder backing.
CAPUSA_12 CAPUSA_13 CAPUSA_14 CAPUSA_15	Coastal bluff Morning glory	-	36.27	Appendix B, Wetland maps, Sheet 18	Approx. 120 linear feet of THVF will be placed at north end of guardrail at extent of project limits to prevent destruction of Coast morning glory located at least 10' beyond project limits.
W2	Scrub - shrub wetland	0.027	34.85	Appendix B, Wetland maps, Sheet 20	THVF will be placed at culvert inlet, extending 20' to each side of culvert to prevent accidental entry or other impacts associated with resurfacing or placing shoulder backing. Originally identified as potentially impacted when culverts replacements were included in this project, this area is being delineated out of an abundance of caution and no impacts are anticipated.
OW1	Intermittent Drainage	0.001	33.80	Appendix B, Wetland maps, Sheet 21	THVF will be placed at back of gravel pullout for 25' on each side of the mile marker to prevent entry and disturbance from staged equipment or other uses.
W1	Fresh Emergent Wetland	0.003	33.80	Appendix B, Wetland maps, Sheet 21	THVF will be placed to protect both OW1 and W1, which are located immediately adjacent to each other at the pullout

					at PM 33.8. No direct impacts are anticipated.

Reduced Buffer Analysis

The following section is the Reduced Buffer Analysis required by and outlined in Section 20.496.020 of the Mendocino County Coastal Zoning Code.

(A) Buffer Areas. Sizable buffers are not possible for this project. Temporary high visibility fencing (THVF) would be used, where appropriate, to exclude the ESHAs and thus avoid any impacts from construction activities. To the extent possible, buffers between the ESHAs and construction activities would be maximized. Avoidance and minimization measures would be coordinated with CDFW as necessary to ensure protection of the ESHAs.

(1) Width. No ESHAs would be directly impacted by construction. Impacts would be avoided through the use of THVF and other avoidance and minimization measures described in Section 1.3 of the NES and in the Standard Measures and Best Practices section of this document.

(a) Biological Significance of Adjacent Lands. The project area itself has a low biological value as the ESL is within the developed road prism of State Route (SR) 1. Minimization measures have been developed to maintain the habitat functions of the surrounding lands (Section 1.3). Habitats that exist adjacent to the proposed activities will continue to function following project implementation as none of the proposed project elements would change the nature or function of the road in relation to the surrounding landscape.

(b) Sensitivity of Species to Disturbance. Because the project area does not have habitat that supports sensitive species, these species would not be disturbed by the proposed development. The continued use of the project area by non-sensitive species is expected to continue after the project is completed and all minimization measures have been implemented (NES Section 1.3). Sensitive species identified in the NES were found in close proximity to the road but are not within the project footprint and would not be impacted by the proposed activities.

(c) Susceptibility of Parcel to Erosion. Potential for erosion would be minimized by implementing BMPs to control sediment and erosion in accordance with the current Caltrans Construction BMP Manual. A Water Pollution Control Program would be prepared for the project and/or appropriate BMPs would be employed to protect water

quality. Once the project is completed there would be no increase in the erosion susceptibility.

(d) Use of Natural Topographic Features to Locate Development. All development is within the existing developed footprint. Avoidance and minimization measures would be utilized to protect ESHAs adjacent to the project.

(e) Use of Existing Cultural Features to Locate Buffer Zones. Previously disturbed existing paved and gravel turnouts would be used for staging to prevent impacts to ESHAs. No road expansions or additional development outside of the road prism is proposed.

(f) Lot Configuration and Location of Existing Development. The project is within the existing developed footprint of SR 1.

(g) Type and Scale of Development Proposed. The proposed project is not anticipated to have any impacts. The project is entirely within existing development. Measures have been proposed to protect ESHAs adjacent to the project area during construction (Section 1.3).

(2) Configuration. The buffer area is not applicable due to the close vicinity of the ESHA to the construction area which is within the already developed area of SR 1. THVF and BMPs would be installed to protect the ESHA from adjacent construction activities. While some guardrails would be extended along the roadside to provide additional protection for the travelling public, no additional impacts to ESHA adjacent to the road prism would be expected as the proposed extensions would be within the existing developed footprint of the road shoulder. No expansion of the road is proposed as part of this project.

(3) Land Division. No new subdivision or boundary line adjustments are proposed in conjunction with this development.

(4) Permitted Development.

(a) The proposed development would not impact the functional capacity of the habitat areas identified in the NES or these habitat areas' ability to be self-sustaining and maintain species diversity.

(b) Work would only be conducted within the footprint of existing development. No other sites would be feasible or less environmentally damaging. Structures within the buffer and within ESHAs include the existing roadway, and the proposed improvements.

Equipment necessary to complete the work would remain entirely within the prism of the existing roadway and previously developed areas.

(c) Proposed work within the ESHA buffers would not have an impact on the adjacent habitat areas.

(d) The project would be compatible with the continuance of such habitat areas by maintaining their functional capacity and their ability to be self-sustaining and to maintain natural species diversity.

(e) The project proposes to rehabilitate the pavement, upgrade existing guardrails and install minor vegetation control throughout the project along SR 1, replace drainage inlets, update ADA curb ramps at the Little Lake intersection at PM 50.7, and remove raised curb areas at the Little Lake and Main Street intersection with SR1, which is necessary to enhance safe driving conditions through this stretch of roadway. No other feasible locations are available. No vegetation removal is anticipated and hence no revegetation within the ESL or within the buffer is required.

(f) The proposed development would result in 0.91 acre of new impervious surface area as a result of the Minor Concrete Vegetation Control (0.89 acre) and median work (0.02 acre) at Main Street and SR 1. The project would incorporate all standard BMPs and there is no anticipated removal of vegetation. The proposed development would not cause an increase in artificial light, nutrient runoff, or air pollution. There would be no intrusion in wetlands for this project. Once construction is completed, human intrusion would decrease to below the normal level of human intrusion associated with the project area due to a reduction in maintenance activities associated with the vegetation control (minor concrete).

(g) No riparian vegetation is anticipated to be removed for construction.

(h) No impacts resulting from this project to potentially jurisdictional aquatic features are anticipated.

(i) This project includes the replacement of existing drainage inlets. There would be no interference with the hydrologic processes or biological diversity on site upon completion of the proposed construction. Measures have been proposed to protect hydrological processes adjacent to the project area during construction (Section 1.3). Existing drainage patterns would be maintained.

(j) The proposed project contains no structures that will interrupt the flow of groundwater within the project area or within any amount of buffer surrounding the project area.

(k) The proposed project would not cause any impacts to any ESHA. Work would occur within the developed area of the existing ESHA buffer. No new development would occur that would reduce the buffer size or function.

Standard Measures and Best Practices

The following Standard Measures and Best Practices were provided in the NES and are included here for ease of reference. These are considered part of the Project Description and are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, and resource management plans that are relevant to the project. They contain refinements in planning policies and implementing actions. These practices predate the project's proposal and apply to all similar projects.

Biological Resources

BR-1: General
Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project areas.

BR-2: Animal Species

A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

B. ***Northern Spotted Owl and Marbled Murrelet:*** No construction activities generating sound levels 20 or more decibels (dB) above ambient sound or with maximum sound levels (ambient sound level plus activity-generated sound level) above 90 dB would occur between February 1 and August 5. Between August 6 and September 15, work that generates sound levels equal to or greater than 10 dB above ambient sound levels or above 90 dB max would observe a daily work window beginning 2 hours post-sunrise and ending 2 hours pre-sunset. Sound-related work windows would be lifted between September 16 and January 31. Further, no construction activities would

occur within a visual line-of-sight of 131 feet or less from any known active nest locations for northern spotted owl or marbled murrelet.

BR-3: Invasive Species
Invasive non-native species control would be implemented. Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping which would be free of noxious weed seed and propagules. All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species.

BR-4: Plant Species, Sensitive Natural Communities, and ESHA

A. Seasonally appropriate, pre-construction surveys for sensitive plant species would be updated by a qualified biologist prior to construction in accordance with Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018).

B. Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams, and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

Water Quality and Stormwater Runoff

WQ-1: Water Quality and Stormwater Runoff
The project would comply with the Provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2012-0011-DWQ) as amended by subsequent orders, which became effective July 1, 2013, for projects that result in a land disturbance of one acre or more, and the Construction General Permit (Order 2009-0009-DWQ).

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order 2009-0009-DWQ) or Water Pollution Control Program (WPCP) (projects that result in a land disturbance of less than one acre), that includes erosion control measures and construction waste containment measures to protect waters of the State during project construction.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best Management Practices (BMPs) to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the Caltrans Storm Water Quality Handbooks: Construction Site BMPs Manual to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would be continuously updated to adapt to changing site conditions during the construction phase. Construction may require one or more of the following temporary construction site BMPs:

• Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.

• Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.

• Temporary sediment control and soil stabilization devices would be installed.

• Existing vegetated areas would be maintained to the maximum extent practicable.

• Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.

• Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.

• Soil disturbing work would be limited during the rainy season.