



# CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR

## VEN-1 Permanent Slope Restoration Project

The California Department of Transportation (Caltrans) has determined that Alternative 2 – Ground Anchor Option as modified will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) and Re-validation which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate minimization measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.



Ron Kosinski  
Deputy District Director  
District 7, Division of Environmental Planning  
California Department of Transportation



Date



**NEPA/CEQA RE-VALIDATION FORM**

<b>DIST-CO-RTE:</b> 07-VEN-01
<b>PM/PM:</b> 4.0/4.2
<b>EA or Fed-Aid Project No.:</b> 31820/0715000286
<b>Other Project No. (specify):</b> SCH# 2017101045
<b>Project Title:</b> VEN-1 Permanent Slope Restoration Project
<b>Environmental Approval Type:</b> IS with ND/EA with FONSI
<b>Date Approved:</b> June 12, 2019
<b>Reason for Consultation (23 CFR 771.129), check one:</b> <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)
<b>Description of Changed Conditions:</b> The preferred alternative has been changed from what was identified in the final environmental document and a temporary rather than permanent net mesh on the mountainside has been added to the project scope. See second page for details on the changed conditions.


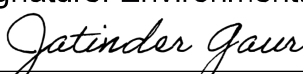
**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: (*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.*)

- The original environmental document or CE remains valid. No further documentation will be prepared.**
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With this additional documentation, the original ED or CE remains valid.**  
**Additional public review is warranted (23 CFR 771.111(h)(3))  Yes  No**
- The original document or CE is no longer valid.**  
**Additional public review is warranted (23 CFR 771.111(h)(3))  Yes  No**  
**Supplemental environmental document is needed.  Yes  No**  
**New environmental document is needed.  Yes  No (If "Yes," specify type: )**

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.

 _____ Signature: Environmental Branch Chief	06/10/2021 _____ Date
 _____ Signature: Project Manager/DLAE	06.102021 _____ Date

## NEPA/CEQA RE-VALIDATION FORM

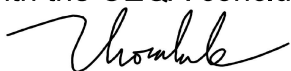
### **CEQA CONCLUSION** (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (*Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.*)

- Original document remains valid. No further documentation is necessary.**
- Only minor technical changes or additions to the previous document are necessary.**  
 **An addendum has been or will be prepared and is  included on the continuation sheets or  will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)**
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)**
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162)**  
(Specify type of subsequent document, e.g., Subsequent FEIR):
- The CE is no longer valid. New CE is needed.  Yes  No**

### **CONCURRENCE WITH CEQA CONCLUSION**

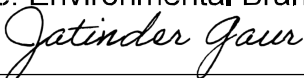
I concur with the CEQA conclusion above.



Signature: Environmental Branch Chief

06/10/2021

Date



Signature: Project Manager/DLAE

06.10.2021

Date

## NEPA/CEQA RE-VALIDATION FORM

### CONTINUATION SHEET(S)

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

#### **Changes in project design, e.g., scope change; a new alternative; change in project alignment.**

##### *Preferred Alternative Change*

The identified preferred alternative has been changed from Alternative 1: Cantilever Option to Alternative 2: Ground Anchor Option. The main reason for Alt. 2 not being identified as the Preferred Alternative in the final environmental document was the need for extensive excavation (11 feet deep and 24 feet wide) of the seaward slopes to install the ground anchors, which presented equipment staging, horizontal anchor installation, and construction worker safety issues, as well as concerns with slope instability.

However, during PS&E, Caltrans hired a contractor to assist with the design, making this a Contract Manger-General Contractor (CMGC) project. The contractor proposed to construct Alternative 2: Ground Anchor Option, which requires smaller CIDH piles of 42"-diameter, by installing the anchors from the roadway. This was not a construction approach/method Caltrans had previously been able to consider. This construction approach would avoid constructing a construction access path on the cliff which required the 24 feet wide of extensive excavation. The only excavation needed for this alternative is to place the anchors from a construction drill arm from the roadway. As a result, the updated Alternative 2 would no longer present the previously discussed excavation, safety, or slope stability concerns, and would lead to much fewer environmental impacts than previously discussed for this alternative.

On the other hand, the contractor found several challenges to constructing Alt. 1: Cantilever Option. Construction equipment to install the 52"-diameter CIDH piles would not fit within the narrow roadway, and proper construction space while also maintaining one-lane of traffic in each direction was not feasible. Furthermore, it was found that work such as retaining walls would be required for Alt. 1 due to the very steep slopes in certain locations in addition to the excavation.

In addition, the Alt. 2, as modified, is cheaper than Alt. 1 while both alternatives would meet the purpose and need of the project. Therefore, compared with Alt. 1, Alt. 2, as modified, would have fewer environmental impacts and is therefore now identified as the preferred Alternative for the project.

Bullets below describe the design and construction approach of Alt. 2:

- Excavation of minimum 10.5 feet of the slope is required for the entire length of each wall. Once excavated, the anchors will be installed with a cast-in-place concrete wall along the ocean-facing slope (concrete waler). Dirt and sediment will then be backfilled onto the excavated area and essentially cover the concrete waler. Construction equipment for the excavation and anchor installation will be staged on the roadway.



## NEPA/CEQA RE-VALIDATION FORM

- There are two locations near post mile 4.0 (817+75 to 818+25 and 819+10 to 819+90) that have experienced considerable coastal slope sloughing, which has resulted in a near vertical slope. At these locations, a temporary soil nail shoring wall with a Shotcrete face will be installed to accommodate drilled shaft construction. Upon completion of the drilled shafts, the anchors will be installed with a cast-in-place concrete wall along the ocean-facing slope. As a result of the existing slope conditions in these areas, the ability to backfill the wall will be limited. As such, the cast-in-place portion of the wall is expected to be exposed and the concrete will be stained to color-match the surrounding area.
- One row of anchors will be required as part of this design as opposed to the 2 rows of anchors proposed in the FED.

### *Length of Walls*

The secant pile wall at PM 4.0 was previously proposed as 601 feet long and 40 feet high which is now proposed as 602.50 feet long and 55 feet high. At PM 4.2, the secant pile wall was proposed as 200 feet long and 40 feet high which now is proposed as 202 feet long and still 40 feet high.

### *Restriping of Parking Lot*

Restriping of the Sycamore Cove Beach parking lot adjacent to PM 4.2 will be done to compensate for the loss of parking. The parking lot is owned by CA State Parks and Recs.

### *Temporary Cable Net Mesh*

Due to the limited roadway width and needed space for construction equipment, a temporary cable net mesh will be installed spanning from stations 814+40 to 817+60 on mountainside. The net will be installed with anchors, be displayed for about 20 months and then removed. This action is a TCE and will require a Right of Entry permit from CA State Parks and Recs. An image is attached showing the area of the hillside where the netting will be installed.

Previously, a larger net mesh area was proposed in the Final IS/EA and it was stated that Caltrans decided the cable net mesh should remain in place to ensure public safety from falling rock. However, due to right of way conflict, the netting will be temporary during construction and removed after construction is finished. The k-rail in that area will be restored to its pre-construction condition to block vehicular access to the northbound shoulder, making sure vehicles stay away from falling rock. Moving the k-rail back to this position will ensure the safety of the traveling public.

### *Access Path*

In order to reach the area of installation for the temporary cable net mesh described above, an access path from the CDPR maintenance yard through the hillside will be needed. The access path will be used to establish access only for up to 4 construction workers (no construction will occur along or around this path), who will hike through deer trails to reach the netting installation area. No tools or equipment will be used on the access path; hand tools including a rotary hammer drill, ropes, and anchor building material will be carried in backpacks into the

## NEPA/CEQA RE-VALIDATION FORM

limits of the netting area. The path is anticipated to be used for up to 5 days at the beginning of rock fall netting installation, up to 5 days at the beginning of removal, and up to 5 days at the conclusion of removal.

**Changes in environmental setting, e.g., new development affecting traffic or air quality.**  
N/A

**Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.** N/A

**Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.**

The new construction design for Alternative 2 would avoid constructing a construction access path on the cliff which required the 24 feet wide of extensive excavation. The only excavation needed for this alternative is to place the anchors from a construction drill arm from the roadway. As a result, this design will lead to much fewer environmental impacts than previously discussed for this alternative, since much less of the habitat will be affected.

### *Cable Net Mesh*

Although the cable net mesh will be temporary rather than permanent, safety for travelers on VEN-1 will remain the same as it is currently. The k-rail will be restored to its current position after construction, which will block vehicular access to the shoulder near the mountainside where rocks fall and keep travelers away from any area of danger.

### *Biological Resources*

Southern Coastal Bluff Scrub habitat (also called coastal scrub or coastal sage scrub) was discovered on the slope nearby the PM 4.2 and PM 4.0 secant wall, where excavation will be needed to install the horizontal anchors necessary for reinforcement and stabilization of the secant walls. This habitat also meets the definition of Environmentally Sensitive Habitat Area (ESHA) pursuant to Section 30107.5 of the Coastal Act.

Natural community elements in the CNDDDB were first classified using Holland's classification. However, CDFW and its partners, including the California Native Plant Society (CNPS), have been working to reclassify the database to comply with the National Vegetation Classification Standards (NVCS). As such, the habitats within the project impact area were classified using the NVCS, but the term "coastal scrub" will be used as a general term here to describe the three natural communities present within the project area:

- Giant Coreopsis Scrub Alliance
- California Brittle Bush – Ashy Buckwheat Scrub Alliance
- Lemonade Berry Scrub Alliance.

No impacts are anticipated to the coastal scrub habitat adjacent to the temporary netting access path. Therefore, the habitat alliances adjacent to the access path will not be included in the discussion of impacts here.

## NEPA/CEQA RE-VALIDATION FORM

The project is anticipated to impact the coastal scrub habitat within the excavation area mentioned above. However, these communities are not imperiled habitats or rare plants. California Brittle Bush and Ashy Buckwheat are not considered rare plants, and Giant Coreopsis was rejected from being listed as a rare plant in CNPS' rare plant inventory for the reason "too common". Furthermore, the project impact areas are not pristine coastal scrub habitats. The bluff face/slope at PM 4.2 is divided by four existing denuded access routes frequently used by pedestrians to access the beach. Coreopsis located on these denuded slope areas were small and unhealthy due to frequent foot traffic and disturbance from existing erosion and wave action. Likewise, at PM 4.0, frequent wave action and scour prevents vegetation from establishing on the slope. 95% of the cover at this location was bare ground. In addition, in the context of habitat availability, the Santa Monica Mountains contain 90,000 hectares (222,395 acres) of Mediterranean habitat, with coastal scrub covering 20% of this total. The proposed total area of impacts for the secant wall is 30,650 square feet (0.704 acres), which is less than 0.002% of the existing coastal scrub community. Therefore, the impact to these habitat and communities would be less than significant under CEQA.

Though impacts are already less than significant, Caltrans will be implementing measures to further avoid and minimize these impacts. Any impacted coreopsis will be transplanted, and there will be net loss of zero (0) coreopsis after construction. Disturbed areas will be restored to their preconstruction condition (coastal scrub habitat community) via hydroseeding and container plants. Additionally, coreopsis will be replaced on-site at a 2:1 ratio.

**Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.** See the next section.

**Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.**

The Environmental Commitments Record has been updated. A wildlife protection commitment has been added to the project involving surveys from biologists during construction and halting work until wildlife have left the area.

Previously, a debris blanket with silt fencing was proposed in the FED. That design has been advanced to better hold sediment on the cliff during excavation. The BMPs include temporary gravel bags and erosion control BMPs such as hydraulically applied bonded fiber matrices.

### *Additional Biological Measures*

Additional avoidance and minimization measures for biological resources were developed for the use of the access path and installation of temporary cable net mesh, including those discussed in the above section.

A complete list of biological measures including the new measures is attached here.

### *Additional Cultural Measures*

In general, all proposed work is to only occur in the Area of Potential Effects study area. Construction crews are not to deviate from the surveyed proposed access path, which is

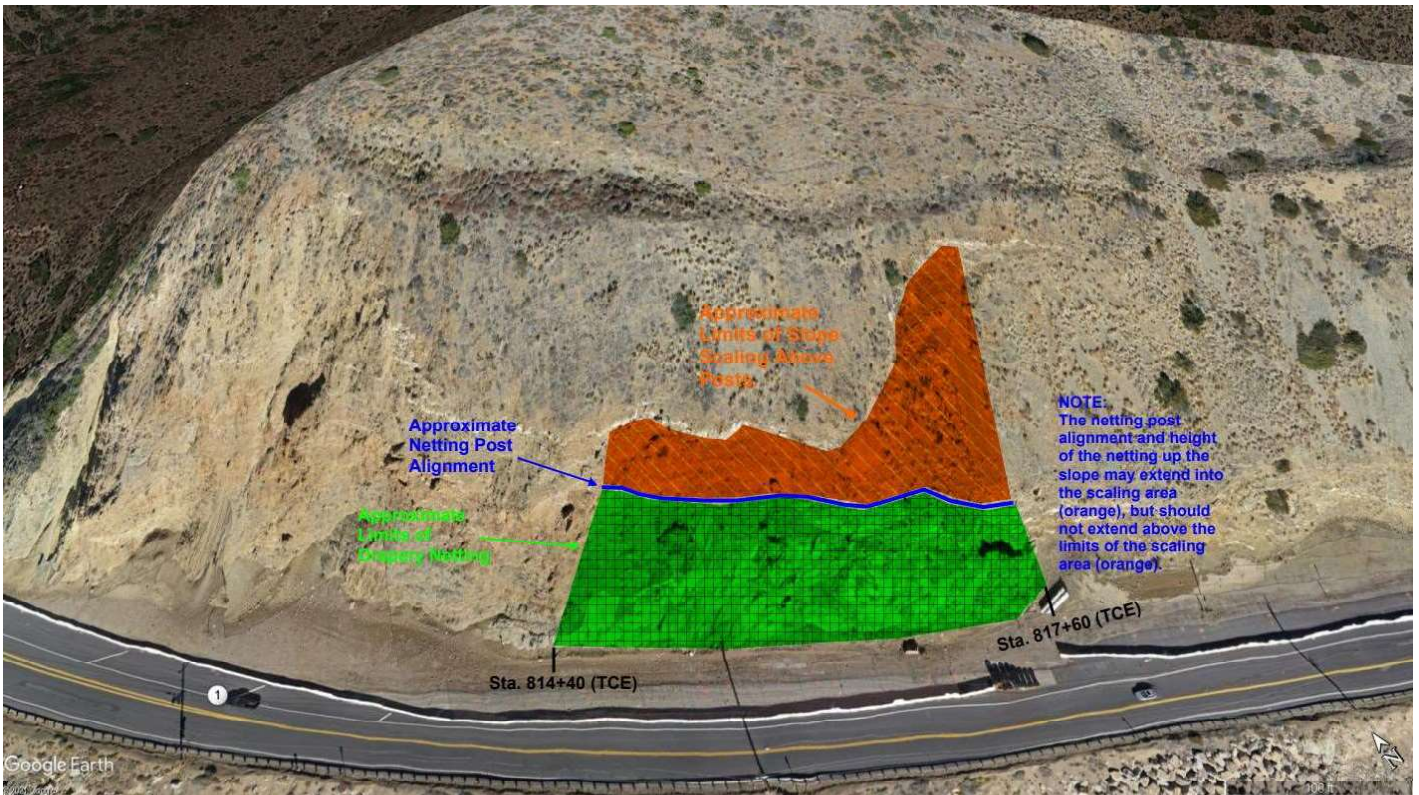


## NEPA/CEQA RE-VALIDATION FORM

marked by pin-flags in the field and recorded in GPS. All equipment is to be carried in only so there is no impact to the proposed access path. If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.



### Attachment 1: Temporary Cable Net Mesh Area





## Attachment 2: Biological Measures

### *Other*

- OTR-1 Nayla El-Shammas, Caltrans Project Biologist, shall be invited to the pre-construction meeting. Phone: (213) 332-2170 and Email: [nayla.el-shammas@dot.ca.gov](mailto:nayla.el-shammas@dot.ca.gov)
- OTR-2 An environmental resource specialist (ERS) shall be present during all project activities.
- OTR-3 The ERS shall require the Contractor to cease work should any breach in CDP permit compliance occur or if any unforeseen sensitive habitat issues arise. The ERS shall immediately notify the Executive Director if activities occur outside of the scope of this coastal development permit (Item Th11A, Application 4-20-0616).
- OTR-4 A department biologist will conduct on-site special-status species (i.e., Coreopsis, California Grunion, etc.) identification training.

### *Coastal Scrub*

- CSS-1 The project biologist shall survey, document, and map any coreopsis that may be impacted prior to project implementation.
- CSS-2 A biologist will lead the first site visit for the temporary cable net attenuator access path. No clearing or grubbing activities are allowed along the access path. No equipment will be used on the access path. The access path will follow the existing deer trail, and no erosion shall occur.
- CSS-3 Any coreopsis (*Coreopsis gigantea*) that may be impacted by excavation shall be removed from the project site and transplanted to an appropriate nearby location, in consultation with a qualified botanical expert (with qualifications acceptable to the CCC Executive Director); any disturbed areas shall be restored via hydroseeding and container plants to their pre-construction condition, i.e., coastal scrub habitat community composition; and coreopsis shall be replaced on-site at a 2:1 ratio.
- CSS-4 A department biologist will be present during the installation of the temporary cable net attenuator between Stations 814+40' to 817+60' and will direct the operations to avoid covering or crushing the coreopsis. Whenever feasible, the netting will skip/avoid the coreopsis.
- CSS-5 Prior to the commencement of construction, a Restoration and Monitoring Program, shall be submitted to CCC for the coastal scrub habitat. Annual reports shall be submitted to the Commission at the end of each year, for five years, to document the status of restoration, including total percent cover of native plants. A final report shall be submitted to certify 75% of cover criteria of hydroseeding and no more than 5% cover of non-native invasive species.

## NEPA/CEQA RE-VALIDATION FORM

- CSS-6 The proposed development shall also avoid impacts to biological resources other than the ESHA at PM 4.2 and PM 4.0.
- CSS-7 Within six months of construction completion, a planting plan, including a list of species, shall also be submitted with the Coastal Development Permit (CDP) application for the removal of the revetment at PM 4.2 to restore the coastal bluff scrub habitat.

### *Construction BMPs for Coastal Waters*

- BMP-1 BMPs for sediment control will be installed on the southbound ocean cliff side to hold the sediment in place during excavation. The BMPs can include, but are not limited to, temporary gravel bags, erosion control BMPs such as hydraulically applied bonded fiber matrices, debris blanket with silt fencing, and construction material management pollutant elimination measures to hold sedimentation on the cliff and prevent loading onto the ocean or beach below. Special emphasis and importance are being placed on holding the sediment on the southbound ocean cliff.
- BMP-2 Silt fences, straw wattles, or equivalent apparatus shall be installed at the perimeter of all construction areas to prevent construction related runoff and sediment from discharging from the construction area entering into storm drains, or otherwise offsite or towards the beach and ocean.
- BMP-3 Equipment washing, and maintenance shall take place at an appropriate off-site and inland location to help prevent leaks and spills of hazardous materials at the project site, preferably on an existing hard surface area (e.g., a road) or an area where collection of materials is facilitated. All construction equipment shall also be inspected and maintained at a similarly sited inland location to prevent leaks and spills of hazardous materials at the project site. Fueling and maintenance of construction equipment and vehicles shall be conducted off site if feasible. Any fueling and maintenance of mobile equipment conducted on site shall take place at a designated area located at least 50 feet from coastal waters, drainage courses, and storm drain inlets, if feasible (unless those inlets are blocked to protect against fuel spills). The fueling and maintenance area shall be designed to fully contain any spills of fuel, oil, or other contaminants. Equipment that cannot be feasibly relocated to a designated fueling and maintenance area may be fueled and maintained in other areas of the site, provided that procedures are implemented to fully contain any potential spills.
- BMP-4 The construction site shall maintain good construction housekeeping controls and procedures at all times (e.g., clean up all leaks, drips, and other spills immediately; keep materials covered and out of the rain, including covering exposed piles of soil and wastes; dispose of all wastes properly, place trash receptacles on site for that purpose, and cover open trash receptacles during wet weather; remove all construction debris from the site; etc.).
- BMP-5 All construction debris shall be removed. All beach areas, other public recreational access and use areas, and all beach access points impacted by construction activities shall be restored to their pre-construction condition or

## NEPA/CEQA RE-VALIDATION FORM

better within three days of completion of construction. If native soils are removed as part of the construction debris, the removed material shall be screened to separate native soil from the construction debris. The native soils shall be returned to the site after all construction debris has been screened out from it.

### *Migratory Bird Treaty Act*

BRD-1 To avoid impacts to nesting birds, Caltrans shall conduct preconstruction nesting bird surveys prior to all construction activities between February 1<sup>st</sup> and September 1<sup>st</sup>, no more than three days prior to the start of construction. Should nesting birds be detected, SSP 14-6.03B Bird protection will be triggered. An exclusionary buffer will be established around each nest site, to prevent any work/disturbances within the buffer area, until the young have fledged, or the nest is no longer active.

### *Sensitive or Threatened and Endangered Species*

STE-1 Preconstruction bird surveys for the California least tern and Western snowy plovers will be performed by a qualified biologist on Sycamore Cove Beach to determine whether the species are present.

STE-2 If an active nest of any federally or state-listed threatened or endangered species, species of special concern, or raptor, least tern, black-crowned night heron, great blue heron, snowy egret or other sensitive species is found within 300 ft of construction activities (500 ft for raptors), an ERS (with experience conducting bird and noise surveys) shall monitor bird behavior and construction noise levels. Project activities may only occur if construction levels are at or below a peak of 65 dB at the nest site(s).

STE-3 Sensitive species surveys (including birds, and other terrestrial/marine species) shall be conducted no more than two weeks before any project activities to detect any active sensitive species (e.g., raptors), reproductive behavior, and active nests within 500 ft of project site. Follow-up surveys shall be conducted three calendar days prior to the initiation of construction.

If sensitive species are present in the project outside of the breeding/reproductive cycle of the species, a resource avoidance program with sufficient buffer areas shall be implemented to avoid adverse impacts. The Applicant shall also immediately notify the CCC Executive Director of the presence of such species and which of the above actions are being taken. If the presence of any such sensitive species requires review by the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, then no development activities shall be allowed or continue until any such review and authorizations to proceed are received from the relevant agency, subject to the approval of the CCC Executive Director.

STE-4 Post-construction survey of the underlying rocky intertidal zone (black abalone habitat) at PM 4.0 will be conducted to assess and quantify any direct sedimentation and rock fall impacts to the habitat during construction.

## NEPA/CEQA RE-VALIDATION FORM

### *Wildlife Species Protection*

- WSP-1 The project biologist will conduct daily surveys before equipment mobilization or vegetation clearing to ensure the absence of any wildlife. Upon discovery of any wildlife species within the work area scheduled for the day, no work will occur until the project impact area has no wildlife present. The wildlife shall be allowed to leave the construction area unharmed.
- WSP-2 If significant impacts or damage occur to sensitive habitats or to wildlife species, Caltrans shall develop and implement a revised, or supplemental, program to adequately mitigate such impacts. The revised, or supplemental, program shall be submitted to the CCC Executive Director for review and approval.
- WSP-3 Equipment noise control should be applied to revising old equipment and designing new equipment to meet specified noise levels.
- WSP-4 In-Use Noise Control should be applied where existing equipment is not permitted to produce noise levels in excess for specified limits.
- WSP-5 Site restrictions should be applied as an attempt to achieve noise reduction through modifying the time, place, or method of operation of a particular source.
- WSP-6 Personal training of operators and supervisors is needed to become more aware of the construction site noise problems.

### *Grunion Protection*

- GRN-1 If construction activity occurs on or affects the sandy beach below PM 4.2 between March 1<sup>st</sup> to September 1<sup>st</sup>, including lighting and work during non-daytime hours, a qualified biologist or ERS shall conduct a pre-construction grunion spawning survey for all seasonally predicted run periods to determine whether any California Grunion, or eggs, are present. No construction or demolition activities shall occur on or affect the area of the beach for the duration of the seasonally predicted run period (two hours for four nights following both the full and new moons) if grunions are detected.
- In the event that the California Grunion are present on the project site, and exhibit reproductive behavior, the environmental specialist shall require the Contractor to cease work and shall immediately notify the Project Resident Engineer (RE) and the department environmental specialist. The department environmental specialist will immediately contact the CCC Executive Director and local resource agencies. Project activities shall resume only upon written approval of the CCC Executive Director.
- GRN-2 If significant impacts or damage occur to the California Grunion, the department environmental specialist shall be required to submit a revised, or supplemental program to adequately mitigate such impacts.

### *Bat Protection*



## NEPA/CEQA RE-VALIDATION FORM

- BAT-1 Prior to project construction, a Caltrans biologist shall conduct bat surveys within and immediately adjacent to the project impact areas to identify the presence of bats and/or bat pups. If bat pups are confirmed, work shall be delayed until the bat pups are able to fly or forage.
- BAT-2 No construction work or equipment shall directly impact the rock formation on the southbound shoulder of PCH, between Stations 811 to 811+80'. The rock formation will be enclosed with an ESA fence.
- BAT-3 Biological monitoring during installation of the temporary cable net attenuator will be required to ensure no direct impacts or encroachment upon the bat/bird habitats.
- BAT-4 The temporary cable net attenuator shall be installed between the end of August to end of October, which is the time period outside nesting bird season and outside of the bat breeding/pup season.
- BAT-5 Under the instruction of the department biologist, acoustic deterrents shall be installed before any temporary cable net attenuator work. Under the instruction of the department biologist, the acoustic deterrents will be operated (i.e., every night, two hours after sunset and until one hour before sunrise). The acoustic deterrents might be needed to be elevated on poles. The temporary cable net attenuator shall be installed over a series of nights starting from 2 hours after sunset, after all the bats have vacated the project impact areas to forage and cease 1 hour before sunrise when bats return to roost. Upon clearance from the department biologist, daytime installation may proceed if surveys reveal the absence of bats. If shining light is required during the installation of the cable net attenuator, the shining light usage will follow the same daily window as the installation, between the end of August to end of October 2 hours after sunset, and cease 1 hour before sunrise.
- BAT-6 Shining light towards the cliff side, where the temporary cable net attenuator between TCE 814+40' to TCE 817+60' is installed, will cease after the cable net installation is completed.
- BAT-7 The temporary cable net attenuator shall have a square weave with 6-inch or large opening size.
- BAT-8 If bats are discovered at the job site, construction and lighting equipment shall not be used until approved bat exclusionary and roosting preventive measures are in place. The Contractor shall submit exclusionary and roosting preventive measures to the Resident Engineer within five (5) days of bat discovery. The Engineer has ten (10) working days to review. Submit a revision within 5 working days if necessary. The RE has 5 working days to review. The Contractor must implement the approved bat exclusionary and roosting preventive measures. A time extension will be granted under Section 8-1.07 if required. This work is a change order work.

## NEPA/CEQA RE-VALIDATION FORM

BAT-9 Any change of scope proposed to occur on or adjacent to the inland hillside within the project vicinity shall not start until an approval is granted from the Department Biologist.

### *Invasive Species*

INV-1 All vehicles and construction equipment shall be thoroughly washed/scrubbed down before being transported to the project site to avoid spreading invasive species.

INV-2 All equipment and materials will be inspected by the ERS for the presence of invasive species prior to use. In compliance with the EO 13112 and guidance from FHWA, replanting for landscaping and erosion control will not be done with any invasive species listed on either the federal or State of California Noxious Weed List. Furthermore, the area will be replanted with natives when appropriate, in order to promote healthy coastal scrub habitat.

INV-3 Invasive species encountered within the project TCE areas shall be cut and bagged, then disposed of in an approved invasive disposal site.

INV-4 A department biologist will conduct an on-site invasive species identification training with the Contractor.