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Appendix J Mitigation Monitoring Report Program

Marin Sonoma Narrows HOV Widening Project
Mitigation and Monitoring and Reporting Program

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	MONITORING RESPONSIBILITY	MONITORING TIMEFRAME
Land Use			
Farmland			
Conversion of approximately 65.67 ha (162.27 ac) of farmland to transportation uses; including 9.08 ha (22.43 ac) of land under Williamson Act contracts	During project development, reduced project footprint to minimize additional farmland.	Caltrans Design Office	During PS&E
Community Character, Cohesion and Socioeconomics			
Acquisitions and Relocations			
Relocation of one residential unit.	Compliance with state and federal laws regarding relocation assistance.	Caltrans Division of Right of Way	During PS&E
Acquisition of Williamson Act Lands	Compliance with state and federal laws regarding acquisition of Williamson Act lands; notice to Department of Conservation 10 days prior to acquisition of Williamson Act lands	Caltrans Division of Right of Way	During PS&E
Utilities			
Relocation of lines in Caltrans right-of-way	Development of utility relocation plans during the design phase to ensure no interruption of local services	Caltrans Design Office	During PS&E

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Parks and Recreational Facilities			
Temporary impact to Olompali State Historic Park entrance while new access via Redwood Boulevard is constructed. Beneficial effect from Caltrans' deeding right-of-way to Olompali, a portion of which would be used for a bicycle/pedestrian path.	Development and implementation of temporary signage and routing to assist motorists. Temporary access to Olompali SHP. Caltrans shall plan construction activities and staging with state park officials to ensure public access and park operations are not disrupted.	Caltrans Division of Construction	During construction
Emergency Services			
No negative impact in the Southern and Northern Segments and improved access to areas in the Central Segment in the long run.	Coordination with emergency service providers to prepare and implement a transportation management plan to ensure that emergency services would not be disrupted during construction.	Caltrans Division of Construction	During construction
Temporary impact due to delays and restricted mobility during construction.	Provision of advanced notice of road closures and detour routes to emergency service providers.	Caltrans Division of Construction	During construction
Visual and Aesthetics			
Segment A			
Adverse effect from new soundwalls and accompanying tree and vegetation removal.	Minimization of vegetation removal; replacement planting in combination with standard project landscaping; vine planting to cover walls on highway and community sides.	Caltrans Office of Landscape Architecture	After construction of Segment A

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Potential impairment of community use of pedestrian undercrossings at Olive Avenue and Franklin Overhead Bridge due to center bridge widening and accompanying loss of light.	Installation of lights underneath; architectural and landscape design determined with Policy Advisory Group.	Caltrans Office of Landscape Architecture	After construction of Segment A
Segment B			
Adverse impact from increased roadway visual dominance due to center widening, center median barriers, and access roads. Adverse impact from new interchanges, major grading, tree removal, and overcrossings.	Minimization of vegetation removal; replacement planting in combination with standard project landscaping; center median design treatments. All disturbed areas shall be provided with permanent erosion control grasses and appropriate locally native annual shrub and tree species. Areas of disturbed native vegetation shall be replaced at a 5 to 1 ratio wherever feasible. Where in-place planting is not practical, planting will be replaced, where feasible, off site in the visual foreground of the corridor.	Caltrans Office of Landscape Architecture	After construction of Segment B
Adverse impact from major landform alteration due to mainline realignment.	Contour grading and contour rounding shall be employed at slope transitions in all major grading activities, to minimize the artificial, engineered appearance of resulting slopes and to blend with the natural topography to the greatest extent feasible. Where the alignment of the freeway or ramps are to be superseded, existing pavement and roadbed shall be removed and contour graded to provide a natural appearance and blend with the adjacent landform, and graded areas re-vegetated. Trees and shrubs shall be planted at cut/fill	Caltrans Office of Landscape Architecture	After construction of Segment B

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	transition areas to help screen or soften prominent grade transitions. Grading shall utilize techniques such as slope rounding, slope sculpting, and variable gradients to approximate the appearance of natural topography.		
Minor effect from replacement of Petaluma River Bridge. Minor effect from exposure of new bike path users to traffic and views of mainline.	None required, but consider landscaping bridge embankments, aesthetic treatment of retaining walls, and pattern texture railings.	Caltrans Office of Landscape Architecture	After construction of Segment B
Segment C			
Adverse impact from new soundwalls, interchange ramp improvements, and auxiliary lane due to substantial decline in motorists' views and community character and to loss of tree hedgerows.	Plant clinging vines to soften appearance of soundwalls; apply architectural design measures determined with Policy Advisory Group; if possible, locate soundwalls at project right-of-way, retain trees, and replace landscaping on the highway side of soundwalls.	Caltrans Office of Landscape Architecture	After construction of Segment C
Potential impairment of community use of pedestrian/bicycle undercrossings at Lynch Creek Bridge due to center bridge widening and accompanying loss of light.	Installation of lights underneath; architectural and landscape design determined with Policy Advisory Group.	Caltrans Office of Landscape Architecture	After construction of Segment C
Adverse impact from tree removal and introduction of soundwall at Lynch Creek Bridge.	Plant clinging vines to soften appearance of soundwalls; apply architectural design measures determined with Policy Advisory Group.	Caltrans Office of Landscape Architecture	After construction of Segment C

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Cultural Resources			
Archaeology			
Loss of five archaeological sites considered eligible for inclusion in the National Register of Historic Places; loss of two additional sites that might be eligible pending further investigation. Adverse effect on Olompali and San Antonio complexes.	Enter into Memorandum of Agreement to provide mechanisms to recover significant data that will be destroyed; archaeological monitoring during construction. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98 will be followed.	Caltrans Office of Cultural Resource Studies	During PS&E and Construction
Physical Environment *Hydrology and Floodplains*			
Increased runoff from improvements that contribute additional storm waters to areas historically affected by flooding in Segments B and C.	Resizing and upgrading of culverts; consideration of ditches above significant cut faces, perforated underdrains, horizontal pipe drains, and detention ditches. Design and implementation of detention facilities. Consideration of underground storage.	Caltrans Engineering Services	During PS&E

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Water Quality			
Increased pollutant loading due to an additional 83 ha (205 ac) of impervious surface areas.	Implementation of Permanent Design Pollution Prevention Best Management Practices that employ landscaping and drainage elements to reduce runoff and erosion; Permanent Treatment Best Management Practices such as biofiltration strips and swales and detention devices. The 401 permit application requires these devices. ESAs within or adjacent to project boundaries will be delineated, field verified, and included on all project contract plans.	Caltrans Water Quality Program	During PS&E
Potential water quality impact due to approximately 216.44 ha (534.83 ac) of soil disturbance during construction.	Comply with NPDES permit that requires implementation of a Stormwater Pollution Prevention Plan that identifies an applicable list of Construction Site Best Management Practices.	Caltrans Water Quality Program	During construction
Groundwater			
Potential exposure to contaminated groundwater in saturated areas and where bridge work is proposed during construction.	Testing of ground water for potential contamination; proper handling and disposal of contaminated ground water. Dewatering procedures will be used.	Caltrans Water Quality Program	During construction
Geology			
Some hazard due to ground shaking and lateral spreading during an earthquake.	Design of structures to withstand the largest expected magnitude earthquake on Rodgers Creek Fault.	Caltrans Geotechnical Design	During PS&E
Risk of potential slope instability in Segment B.	Application of standard specifications for embankments and foundations.	Caltrans Geotechnical Design	During PS&E

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Risk from potential liquefaction.	Risk can be reduced by use of vibro or dynamic compaction methods on less cohesive soil. Use of specifically designed foundations for structures and the removing of liquefiable materials are among the possible mitigation measures.	Caltrans Geotechnical Design	During construction
Erosion of 216.36 ha (534.64 ac) of erodible soils.	Application of erosion controls, as specified in Caltrans NPDES permit.	Caltrans Geotechnical Design	During construction
Risk of potential slope instability in Segment B.	Application of standard specifications for embankments and foundations.	Caltrans Geotechnical Design	During construction
Potential settlement of structures overlying soft clay layer of Bay mud.	Application of standard practices to address soil settlement problems, such as removal of soft soils, soil mixing, wick drains, lightweight fill, grouting, or stone columns.	Caltrans Geotechnical Design	During construction
Risk from potential expansive soils.	Expansive soil control measures include removing the soils or mixing with other materials such as lime.	Caltrans Geotechnical Design	During construction
Construction activities may impact paleontologically sensitive geologic units in the Wilson Grove Formation	Periodic monitoring of project-related, ground-disturbing activites within the Wilson Grove Formation. Periodic sampling of excavated material within the Wilson Grove Formation. Monitoring, sampling, data recovery, reporting, and curation activities will take place in accordance with the professional standards as determined by the Society of Vertebrate Paleontology. In the event fossils are discovered, construction work shall stop within a 50 ft radius of the find until a qualified	Caltrans Geotechnical Design	During construction

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	paleontologist can assess the significance of the find. Mitigation of a find could include: data recovery and analysis, preparation of a data recovery report, and accessioning recovered fossil material to an accredited paleontological repository.		
Biological Communities			
Natural Communities			
Potentially result in the removal of approximately 1,706 native and non-native trees, including approximately 1,164 native trees, of which 569 would be native oaks, for Access Option 12b.	During project development, project footprint was reduced to avoid large areas of oak woodland and oak savannah; for native and non-native trees that cannot be avoided, replacement oaks will be planted at an appropriate site(s), at a ratio of 3:1 for every acre of oak woodland habitat impacted. An approved management plan will be conducted for a minimum of 10 years to ensure compliance and the sites will be maintained in perpetuity. Individual oak trees with at least one trunk of 6 inches or more DBH or multi-trunked native oaks with aggregate diameter of 10 inches or more will be replaced in kind in a suitable location.	Caltrans Construction and Biology Offices	After construction
Wetlands and Other Waters of the US			
Permanent wetland impact of 0.037 ha (0.092 ac) in Segment A, 2.75-2.94 ha (6.8-7.32 ac) in Segment B depending on the Access Option, and 0.08 ha (0.19 ac) in Segment C.	During project development, project footprint was reduced to avoid large areas of wetlands; obtain Individual Permit from the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act and a 1602 Lake	Caltrans Office of Biological Sciences and Permits	During PS&E

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Permanent impact to other waters of the U.S. of 0.04 ha (0.1 ac) in Segment A, 1.07-1.20 ha (2.66- 2.96 ac) in Segment B depending on the Access Option, and 0.03 ha (0.07 ac) in Segment C.	and Streambed Alteration Agreement from the California Department of Fish and Game; during final design/mitigation phase, determine replacement ratios in consultation with permitting agencies. Potential off-site mitigation through private conservation covenants, and at Skaggs Island and along Petaluma River.	Caltrans Office of Biological Sciences and Permits	During PS&E
Temporary wetland impact of 0.07 ha (0.17 ac) in Segment A, 0.78-0.89 (1.92-2.19 ac) ha in the Segment B depending on the Access Option, and 0.014 ha (0.035 ac) in Segment C. Temporary impact to other waters of the U.S. of 0.003 ha (0.007 ac) in the Segment A, 0.23-0.27 ha (0.56-0.66 ac) in the Segment B depending on the Access Option, and 0.003 ha (0.007 ac) in Segment C.	Avoidance and minimization measures, including best management practices (BMPs), will be implemented to protect jurisdictional waters during construction; Materials and fluids generated by construction activities will be placed no closer than specified distances from wetland areas or drainages until they can be disposed of at a permitted site; All natural communities and wetland areas located adjacent to the construction zone that could be affected by construction activities will be temporarily fenced off and designated as environmentally sensitive areas to prevent accidental intrusion by workers and equipment.	Caltrans Office of Biological Sciences and Permits	During construction
Animal Species			
Disturbance to Sacramento splittail habitat in Novato Creek, Lynch Creek, and Petaluma River, totaling 0.257 ha (0.63 ac).	Avoidance measures listed below for threatened and endangered fish species would help mitigate impacts to the Sacramento splittail.	Caltrans Office of Biological Sciences and Permits	During construction

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Disturbance to fall-run Central Valley Chinook salmon in Novato Creek, Lynch Creek, San Antonio Creek, Washington Creek and Petaluma River, totaling 0.47 ha (1.16 ac)	Avoidance measures listed below for threatened and endangered fish species would help mitigate impacts to the fall-run Central Valley Chinook salmon.	Caltrans Office of Biological Sciences and Permits	During construction
To avoid effects to bats, the following protective measures will be incorporated into the construction contract documents for Novato Creek, Lynch Creek, and Petaluma River.	Demolition of bridge when bats are not present; if not possible, exclusionary netting to prevent bat roosting; installation of bat structure in new bridge.	Caltrans Office of Biological Sciences and Permits	During construction
To avoid effects to nesting raptors and other migratory birds, the following protective measures will be incorporated into the construction contract documents	Nesting surveys and establishment of appropriate buffers zones; use of exclusionary netting for other migratory birds; replacement of removed habitat.	Caltrans Office of Biological Sciences and Permits	During construction
Threatened and Endangered Species			
May affect and is likely to adversely affect, the Central California Coast steelhead, due to improvements around Novato Creek, Lynch Creek, San Antonio Creek and the Petaluma River. Potential to disturb 0.46 ha (1.14 ac) of salmonid habitat	Restriction of work during migrating season; installation of silt fences to reduce erosion; proper maintenance of construction site. Monitoring of underwater sound during pile driving. Only pile driving during daylight hours. Use of sound attenuation devices for all pile driving activities.	Caltrans Office of Biological Sciences and Permits	During construction
May affect, but not likely to adversely affect the southern district population segment North American green sturgeon, due to improvements around the Petaluma River. Potential to disturb 0.20 ha (0.49 ac) of habitat	Restriction of work during migrating season; installation of silt fences to reduce erosion; proper maintenance of construction site.	Caltrans Office of Biological Sciences and Permits	During construction
May affect and is likely to adversely affect, salt marsh harvest mouse habitat. Loss of	The Novato Creek Bridge will be widened under the Preferred Alternative. Caltrans will	Caltrans Office of Biological	After construction of Segment

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0.02 ha (0.05 ac) of potential salt marsh harvest mouse habitat near Petaluma River.	avoid impacts to the SMHM habitat at this location by restricting construction close to the toe of the embankment and positioning fencing to protect environmentally sensitive areas (ESA); Since the closest potential habitat for SMHM has been found to be approximately 45.5 m (150 ft) from the existing Caltrans right-of-way, Caltrans will minimize effects on potential habitat at Location 4 by restricting construction to within 30.5 m (100 ft) of the existing right-of-way (per direction from CDFG and USFWS); Avoidance measures at the Petaluma River Bridge would be implemented to avoid take of SMHM. Caltrans will realign the channel closer to the Petaluma River to maintain connectivity between the two sides of the bridge structures as mitigation. In addition, Caltrans will construct an additional channel between the Petaluma River and the western side of the bridge structures, allowing greater tidal influence to the area and improving the quality of the pickleweed habitat on the western side of the bridge. Caltrans will also expand and improve the pickleweed along the northern bank beneath the Petaluma River Bridge. To minimize or avoid the loss of individual SMHM from construction activities in the Petaluma River area, pickleweed vegetation will be hand-removed. A high visibility fence consisting of plastic sheeting will be placed 6.0 m (20 ft) from the boundaries of construction areas	Sciences and Permits	B

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	in and adjacent to the pickleweed areas after the vegetation is removed to prevent mice from pushing under the fence. Avoidance of salt marsh harvest mouse habitat during construction by restricting construction zones, using exclusionary fencing, properly maintaining the construction site, and applying erosion control measures.		
May affect, and is likely to adversely affect, California red-legged frog habitat. Loss of 82.47 ha (203.78 ac) of potential California red-legged frog upland habitat. Construction within the project area would temporarily impact approximately 1.34 ha (3.16 ac) of upland habitat for California red-legged frog (CRLF).	Off-site mitigation through private conservation covenants. Restriction of work to avoid critical time periods; use of exclusionary fencing; application of erosion control measures; reconstruction surveys; and monitoring by U.S. Fish and Wildlife Service approved biologists during construction	Caltrans Office of Biological Sciences and Permits	During PS&E and during construction
May affect, but not likely to adversely affect rare plants including: Baker's Larkspur, Sonoma Alopecurus, Contra Costa Goldfields, and Burke's Goldfields	Surveys within potentially suitable habitat by botanists familiar with local flora. Surveys will be conducted during appropriate blooming season. Designating ESAs and showing ESA locations on project construction drawings and monitoring them during construction. Avoidance whenever possible.	Caltrans Office of Biological Sciences and Permits	During PS&E and during construction

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Access and Circulation			
Transit			
Beneficial effect from reduced travel times and improved transit schedule reliability in the long run.	Coordination with transit providers to determine detour routes, post flyers and signs, and inform media to notify commuters.	Caltrans Division of Construction	During construction
Parking and Park and Ride Facilities			
Temporary closure of some facilities during construction.	Reconfigure parking at Plaza North Shopping Center for no net loss of parking. Notification to users and the public about temporary closures.	Caltrans Division of Construction	During construction
Traffic and Transportation			
Traffic on US 101			
Temporary traffic delays and disruptions during construction	Complete Traffic Management Plan to plan detours and utilize ITS, and public advisory tools to inform motorists for trip planning purposes.	Office of Traffic Management	During construction
Bicycle and Pedestrian Facilities			
Temporary lack of access due to street closures and detours during construction.	Construction of temporary access roads prior to mainline in Segment B. Coordination with local jurisdictions and the Bicycle Pedestrian Advisory Group to ensure conformity with existing and proposed facilities.	Caltrans Division of Construction	During construction

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Navigation			
Construction of the new Petaluma Bridge.	Proposed plans will be submitted to the Coast Guard at least 30 days prior to the start of construction. Coordination with the Coast Guard to ensure navigation is not impeded. Possibly install a fender system around any temporary structure erected in the waterway to protect falsework and/or erection towers from being hit by a vessel.	Caltrans Division of Structures Design and Caltrans Division of Construction	During PS&E and construction
Hazardous Materials and Waste			
Potential to encounter contaminated soil and/or groundwater during construction.	Avoid acquisition of contaminated soils; if not possible, then prepare Phase II Environmental Site Assessments, to determine extent of contamination and clean-up recommendations. Inclusion in construction contracts provisions to comply with regulations governing the transport and disposal of hazardous wastes, including a Waste Management and Disposal Plan, a Health and Safety Plan, and a Stormwater Pollution Prevention Plan.	Caltrans Office of Environmental Engineering	During construction
Potential to encounter naturally occurring asbestos that may have migrated into streams and other waterways during construction for the bridge replacement/widenings and other waterway crossings.	Sampling and testing for naturally occurring asbestos; if detected, compliance with Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations.	Caltrans Office of Environmental Engineering	During construction

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Potential to encounter asbestos-containing materials during demolition or modification of structures, such as bridges and overcrossings.	Sampling and testing for asbestos; if detected, compliance with the Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining and the California Air Resources Board's (CARB) regulations for removal and disposal of materials with asbestos.	Caltrans Office of Environmental Engineering	During construction
Potential for exposure to mercury in mine tailings that may be encountered.	Testing and sampling; if detected, compliance with state special handling and disposal requirements.	Caltrans Office of Environmental Engineering	During construction
Potential release of lead-contaminated material during the transport and disposal of yellow traffic striping and soils with aerially deposited lead.	Testing and sampling; if detected, compliance with state special handling and disposal requirements.	Caltrans Office of Environmental Engineering	During construction
Utilities may be installed at or near the groundwater table at petroleum impacted sites.	Use of watertight pipe connections and impermeable material for backfill around drainage pipes.	Caltrans Office of Construction	During construction
Yellow traffic striping removal has contamination potential.	Standard provisions will be in place, including the use of a high efficiency particulate air (HEPA) filter equipment vacuum device concurrently with material removal. Sampling, testing, and disposal.	Caltrans Office of Construction	During construction

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Air Quality			
Temporary impact during construction due to dust emissions, construction vehicle exhaust, and possible release of asbestos that occurs both naturally and in structures with ultramafic and serpentine rock.	Application of standard measures recommended by the Bay Area Air Quality Management District (BAAQMD); compliance with BAAQMD and state asbestos regulations, including preparation of an Asbestos Dust Mitigation Plan and minimizing dust through use of water or dust palliatives.	Caltrans Office of Environmental Engineering	During construction
Potential sediment impact within Novato Creek or San Antonio Creek	Sediments will be sampled and tested. If asbestos is detected, nonstandard special provisions will be prepared to direct the safe removal and disposal of waste sediments. An asbestos survey will be completed for all structures that will be demolished and if detected, standard special provisions will be prepared for the safe removal and disposal. Nonstandard and standard provisions will be developed in compliance with the California Air Resources Control Board (CARB), the California Department of Toxic Substance Control (DTSC), and the District's requirements to ensure compliance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) under Title 40 of the Code of Federal Regulations Part61.	Caltrans Office of Environmental Engineering	During construction

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Invasive Species			
Potential to introduce invasive, noxious weeds.	Worker training; avoidance of sensitive communities; cleaning of construction machinery restoration/revegetation of disturbed areas. In compliance with EO 13112 and subsequent guidance from FHWA, landscaping and erosion control will not use species listed as noxious weeds.	Caltrans Office of Biological Sciences and Permits	During construction