



Middle-Mile Broadband Network Project

ENVIRONMENTAL COMMITMENT RECORD

General:

Phase	Responsible Parties	Environmental Commitment Measures
PS&E	Caltrans Design, RE	If there is a change in the project scope of work, the Division of Environmental Planning shall be notified and the Environmental Planner shall assess whether the current environmental documentation is adequate. Any addition or revision in the scope of work must be revalidated before construction can begin or continue.

Cultural Resources:

Phase	Responsible Parties	Environmental Commitment Measures
PS&E	Caltrans Design, Caltrans Archaeologists, Caltrans Environmental Planner/Scientist (EP/ES), Caltrans Environmental Construction Liaison (ECL)	<p>The Caltrans Archaeologists will review for approval the PS&E Package at 95% and 100% stages to ensure that the ESA Action Plan requirements for the project are clearly described and illustrated in the PS&E Package.</p> <p>No project-related ground disturbing activities will be permitted within horizontal Environmentally Sensitive Areas (ESA) and/or below each vertical ESA's established surface. The ESA will be established in accordance with Caltrans' Standard Special Provisions (SSPs) and will be clearly marked on construction plans. Vertical ESAs will follow the existing Caltrans ROW limits, where these intersect the archaeological properties. Horizontal ESAs will encompass the entirety of the property boundaries outside of the ROW.</p> <p>ESA Locations and requirements are discussed for each location below. Some of the locations have since been removed from scope of work. Detailed site information can be found in Attachment B to the HPSR and ESA information is provided in the Phased Identification Plan that is Attachment E to the HPSR.</p> <p><u>VEN-23 (CONFIDENTIAL)**</u> Conduit and vault will be placed on north side of Route 23 via trenching to maximum depth of 4.5 feet, within fill sediments. A combination horizontal and vertical ESA is established for this location.</p> <p><u>VEN-23 (CONFIDENTIAL)</u> Conduit and vault will be placed on the north side of Route 23 via trenching to maximum depth of 4.5 feet, within fill sediments. A horizontal ESA is established for this location.</p> <p><u>VEN-23 (CONFIDENTIAL)**</u> Conduit and vault will be placed on east side of Route 23 via trenching to maximum depth of 4.5 feet, within fill sediments. A horizontal ESA is established for this location.</p>



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		<p><u>VEN-101 (CONFIDENTIAL)**</u> Conduit and vault will be placed on south side of Route 101 mainline via trenching to maximum depth of 4.5 feet. A horizontal ESA is established for this location.</p> <p><u>LA-210 (CONFIDENTIAL)**</u> Conduit and vault will be strapped to existing soundwalls, on north side of Route 210. Work will be limited to upper 4.5 feet of sediments in right-of-way. A horizontal and vertical ESA is established at this location.</p> <p><u>LA-210 (CONFIDENTIAL)**</u> Conduit and vault will be strapped to existing soundwalls, on north side of Route 210. Work will be limited to upper 4.5 feet of sediments in right-of-way. A horizontal and vertical ESA is established at this location.</p> <p><u>LA-27 (CONFIDENTIAL)**</u> Conduit and vault will be placed along both shoulders of the roadway via in-pavement trenching to a maximum of 3.5 feet. A horizontal and vertical ESA is established at this location. Project-related ground-disturbing activities will be restricted to the upper 3.5 feet of fill/redeposited sediments. An Archaeological Monitor and Native American representative will observe project construction at this location, as detailed in the Phased Identification Plan (Attachment E to HPSR).</p> <p><u>VEN-33 (CONFIDENTIAL)**</u> Conduit and vaults will be placed on west side of Route 33 via trenching to a maximum of 4.5 feet. A horizontal and vertical ESA is established at this location. Project-related ground-disturbing activities will be restricted to the upper 4.5 feet of fill/redeposited sediments. An Archaeological Monitor and Native American representative will observe project construction at this location, as detailed in the Phased Identification Plan (Attachment E to HPSR).</p> <p><u>VEN-33 (CONFIDENTIAL)**</u> Conduit and vaults will be placed on west side of Route 33 via trenching to a maximum depth of 4.5 feet. A horizontal and vertical ESA is established at this location. Project-related ground-disturbing activities will be restricted to the upper 4.5 feet of fill/redeposited sediments. An Archaeological Monitor and Native American representative will observe project construction at this location, as detailed in the Phased Identification Plan (Attachment E to HPSR).</p> <p>**Specific locations are referenced in internal documents.</p>
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PS&E	Caltrans Design, Caltrans Archaeologists	<p>Include Archaeological Monitoring Areas (AMAs) in the specifications of the PS&E package. There are approximately 78.8 miles of AMAs throughout the projects. Included routes are shown below:</p> <p><u>LA-1 (CONFIDENTIAL)**</u></p> <p><u>LA-5 (CONFIDENTIAL)**</u></p> <p><u>LA-60 (CONFIDENTIAL)**</u></p> <p><u>LA-72 (CONFIDENTIAL)**</u></p> <p><u>LA-605 (CONFIDENTIAL)**</u></p> <p><u>LA-710 (CONFIDENTIAL)**</u></p> <p><u>LA-27 (CONFIDENTIAL)**</u></p> <p><u>LA-101 (CONFIDENTIAL)**</u></p> <p><u>LA-118 (CONFIDENTIAL)**</u></p> <p><u>LA-134 (CONFIDENTIAL)**</u></p> <p><u>LA-210 (CONFIDENTIAL)**</u></p> <p><u>LA-405 (CONFIDENTIAL)**</u></p> <p><u>VEN-23 (CONFIDENTIAL)**</u></p> <p><u>VEN-33 (CONFIDENTIAL)**</u></p> <p><u>VEN-101 (CONFIDENTIAL)**</u></p> <p>**Specific locations are noted in Table 1-4 of MMBN Cultural AMAs attachment.</p>
Pre-construction	Caltrans Archaeologists, Caltrans Design	<p>The minor phased approach to the undertaking will consist of archaeological and Native American monitoring of project construction at specified ESA locations and within the APE in general. Caltrans District 7 has determined that archaeological and Native American monitoring will be required for all</p>



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		<p>ground-disturbing activities within the boundaries of seven archaeological properties: P-19-000008, P-19-001575, P-19-002233, P-19-02677, P-56-000059, P-56-000166, and P-56-000062/P-42-000001 (see attachment D to HPSR). In addition, in an effort to build good working relationships and more transparency, Caltrans is working with consulting Native American tribes to identify other locations within the APE that they would like to monitor during project construction. All monitoring areas will be depicted in Design plan sheets as these are completed by the District 7 Division of Design. The protocols for monitoring and any possible discovery of cultural materials will be provided in full in the Post-Review Discovery and Monitoring Plan (PRDM Plan) that is under preparation. The PRDM Plan will provide the following:</p> <ul style="list-style-type: none"> - Background on the archaeological context of the APE and rationale for monitoring, Native American Monitor participation, and monitoring protocols. - Protocols for unanticipated discoveries, including inadvertent damage to known or unknown resources. The protocols will also detail the notification process for all consulting parties. - Research Design and archaeological fieldwork protocols. - Procedures for cataloguing and laboratory analysis of cultural materials recovered as part of any archaeological investigations required during project construction. - Native American participation and treatment of identified human remains. - Curation management procedures in accordance with California Resources Agency "Guidelines for the Curation of Archaeological Collections." However, final disposal of any project-related artifact collections will be determined through consultation with consulting Tribes and appropriate project stakeholders. - Reporting procedures documenting the methods and results of project construction monitoring and any needed archaeological fieldwork and laboratory analyses. <p>Caltrans District 7 has completed a draft PRDM Plan. The draft document has been provided to consulting Native American tribes and will be provided to SHPO and CSO for a 30 calendar-day review and comment period. A copy of the final PRDM Plan will be distributed to SHPO, CSO, and consulting Native American tribes if comments are received during the review period.</p>
Pre-construction	Caltrans Archaeologists, Caltrans ECL, Caltrans Environmental Planner	All responsible parties will ensure the ESA Action Plan and the conditions it proposes are in the Environmental Commitment Record (ECR) and the Resident Engineer's (RE) Pending File.
Pre-construction	Caltrans Archaeologists, Caltrans ECL,	All responsible parties will ensure that the ESAs are discussed during the pre-construction meeting. The importance of the ESAs will be discussed with construction personnel and it will be stressed that no ground disturbing activities should occur within horizontal ESAs and below the established surface



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	Caltrans RE, Native American Monitor, Contractor	of the vertical ESAs. Additionally, personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts.
Pre- construction	Caltrans Cultural Resources Branch Chief, Caltrans Archaeologists, Caltrans ECL, Caltrans RE, Contractor	The Resident Engineer will notify Caltrans Archaeologists and Cultural Resources Branch Chief at least three weeks in advance of construction to ensure that Caltrans archaeologist(s) arrange for installation of signage, where feasible, and to allow for field review of ESA locations.
Pre- construction	Caltrans Archaeologists, Caltrans ECL, Caltrans RE, Contractor	All responsible parties perform field review of ESA locations at least one calendar week prior to construction activities.
Pre- construction	Caltrans Archaeologists, Caltrans ECL, Caltrans RE, Contractor	Contractor will install temporary signage at the location of ESAs, where feasible, delineating the depth of ground disturbing activities allowed. The signage will be installed at least one calendar week prior to initiating construction work. The Caltrans Archaeologists will coordinate this activity with the Environmental Construction Liaison and Resident Engineer, and arrange for supervision and monitoring of signage installation.
During Construction	Caltrans ECL, Caltrans RE, Contractor	No project-related ground disturbing activities will be permitted within horizontal Environmentally Sensitive Areas (ESA) and/or below each vertical ESA's established surface. The ESA will be established in accordance to Caltrans' Standard Special Provisions (SSPs) and will be clearly marked on construction plans. Vertical ESAs will follow the existing Caltrans ROW limits, where these intersect the archaeological properties. Horizontal ESAs will encompass the entirety of the property boundaries outside of the ROW.
During Construction	Caltrans Archaeologists, Caltrans ECL, Caltrans RE, Contractor	Caltrans District 7 will implement archaeological and Native American monitoring of project construction activities within designated areas of the APE, particularly within areas of vertical ESAs. The purpose of the monitoring is to determine the presence or absence of subsurface archaeological remains and, should any be encountered, to address any potential effect to such resources. Monitoring



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	<p>will include, but is not limited to, observation of grading activities. The protocols for monitoring and the discovery of cultural materials are provided in the PRDM Plan.</p> <p>An Archaeological Monitor and a Native American observer will be on-site to monitor ground-disturbing activities within the APE. Designation of the Native American observer will be arranged in coordination with consulting Native American parties. Should more than one Native American tribe express strong preference in participating in monitoring efforts, Caltrans District 7 will develop a rotating system where the interested Native American tribes will take turns in providing an observer. The PRDM Plan provides detailed protocol to be followed for Native American participation in monitoring of project construction activities.</p> <p>The following ESA locations will need monitors and are as described below. Some of the locations have been removed due to change of scope, but were included in the HPSR.</p> <p><u>LA-27 PM (CONFIDENTIAL)**</u> Conduit and vault will be placed along both shoulders of the roadway via in-pavement trenching to a maximum of 3.5 feet. A horizontal and vertical ESA is established at this location. Project-related ground-disturbing activities will be restricted to the upper 3.5 feet of fill/redeposited sediments. An Archaeological Monitor and Native American representative will observe project construction at this location, as detailed in the Phased Identification Plan (Attachment E to HPSR).</p> <p><u>VEN-33 PM (CONFIDENTIAL)**</u> Conduit and vaults will be placed on west side of Route 33 via trenching to a maximum of 4.5 feet. A horizontal and vertical ESA is established at this location. Project-related ground-disturbing activities will be restricted to the upper 4.5 feet of fill/redeposited sediments. An Archaeological Monitor and Native American representative will observe project construction at this location, as detailed in the Phased Identification Plan (Attachment E to HPSR).</p> <p><u>VEN-33 PM (CONFIDENTIAL)**</u> Conduit and vaults will be placed on west side of Route 33 via trenching to a maximum depth of 4.5 feet. A horizontal and vertical ESA is established at this location. Project-related ground-disturbing activities will be restricted to the upper 4.5 feet of fill/redeposited sediments. An Archaeological Monitor and Native American representative will observe project construction at this location, as detailed in the Phased Identification Plan (Attachment E to HPSR).</p> <p>**Specific locations are referenced in internal documents.</p>
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During Construction	Caltrans Archaeologists, Caltrans ECL, Caltrans RE, Contractor	<p>In the event of discoveries of subsurface cultural deposits and/or features, the procedures to be outlined in the PRDM Plan will be followed, including notification within 48 hours of discovery to the following parties:</p> <ul style="list-style-type: none"> - Caltrans Heritage Resources Coordinator/Branch Chief; - Consulting Native American parties; - Caltrans Cultural Studies Office (CSO); - Property owner, if other than Caltrans; and - State Historic Preservation Officer (SHPO). <p>Notification to each party will include the following information:</p> <ul style="list-style-type: none"> - Description, location information, and photographs of the find; - map(s) illustrating the location of the find within the APE; - drawings and photographs of stratigraphic profiles necessary to document and interpret the physical context(s) of the find, including information on the depth at which the find was discovered, dimensions of the find, and technical descriptions of the strata in these profiles; - additional information regarding the geoarchaeological context(s) in which subsequent discoveries may be made; - action(s) taken to protect the find; - an assessment of National Register of Historic Places eligibility of the find; - avoidance or minimization efforts, if feasible; and/or - measures for resolution of adverse effects if property will be adversely affected.
During Construction	Caltrans Archaeologists, Caltrans ECL, Caltrans RE	The Caltrans Archaeologists will arrange for periodic checks to and photo-documentation of the ESAs to ensure their integrity. This work may be performed by the Caltrans archaeologist(s), and/or the Environmental Construction Liaison.
During Construction	Caltrans RE, Caltrans Archaeologists, Caltrans ECL	<p>In the event of an ESA breach, the Resident Engineer (RE) must immediately halt all construction-related activities within and in the immediate vicinity of the ESA and notify the Caltrans Archaeologists and Caltrans Environmental Construction Liaison (ECL). The RE, Caltrans Archaeologists, and ECL will assess any damages to the site as a result of the ESA violation and must then ensure that the following procedures are followed:</p> <ol style="list-style-type: none"> 1. Caltrans Archaeologists will conduct a field inspection to determine the nature and extent of the breach. 2. Caltrans Archaeologists will notify the following parties within 48 hours of the breach: <ul style="list-style-type: none"> - Caltrans Cultural Resources Branch Chief, - Consulting Native American tribes, - Caltrans Cultural Studies Office (CSO), and



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		<ul style="list-style-type: none"> - State Historic Preservation Officer (SHPO). <ol style="list-style-type: none"> 3. The notification must include the following information: <ul style="list-style-type: none"> - description of the nature and location of the ESA/resource; - action(s) taken to protect the resource; 1. the type and extent of the damage to the resource; <ul style="list-style-type: none"> - any prudent and feasible treatment measures that would take any effects into account; and - requests for comments. 4. Upon receipt of the notification, all parties shall have 72 hours to respond. 5. Caltrans shall take into account the comments and/or recommendations provided, and then carry out appropriate actions to resolve any effects.
During Construction	Caltrans ECL, Caltrans RE, Contractor	Should an archaeological feature or deposit be identified during construction, all work within the vicinity of the find shall immediately stop and steps are to be taken to ensure that the area is protected from further disturbance, including informing relevant Caltrans and construction personnel. The area may be cordoned off with staking, fencing, and/or signage to further protect the find.
During Construction	Caltrans Archaeologists, Caltrans ECL, Caltrans RE, Contractor	Upon identification, the archaeological monitor will assess the extent, nature, and National Register eligibility of the find following the fieldwork procedures to be outlined in the PRDM Plan. Resolution of adverse effects, if required, will be established through consultation. If the find cannot be avoided, the Caltrans Archaeologists will ascertain whether the find could be subjected to archaeological data recovery efforts, e.g., archaeological excavation units and/or trenching. This would be done for each find by following procedures listed in the PRDM Plan. Archaeological discoveries will be recorded in accordance with Caltrans and Department of Parks and Recreation procedures.
During Construction	Caltrans ECL, Caltrans RE, Contractor	If human remains are identified during ground disturbing activities all provisions of Public Resources Code 5097.99 and California Health and Safety Code 7054 and 7050.5 will be followed. The first step will be to contact the County Coroner. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted to determine proper treatment and disposition of the remains. The protocols and procedures for discoveries of human remains will be outlined in the PRDM Plan.
During Construction	Caltrans Archaeologists, Caltrans ECL, Caltrans RE, Contractor	Any and all collected material from post-review discoveries will be bagged with all provenience information, and inventories of all material should be kept during and after fieldwork. Inventory logs should be kept with the collected material and transferred to the laboratory during analysis. At the laboratory, the materials will be cleaned, sorted, and catalogued. After stabilized and catalogued, artifacts and Eco facts such as shell and faunal assemblages may undergo further analysis. Archaeological collections, final reports, field notes, photographs, and other standard documentation collected during Project implementation shall be permanently curated at a facility that meets the California Office of Historic Preservation's <i>Guidelines for the Curation of Archaeological Collections</i> .



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During Construction	Resident Engineer	If previously unidentified cultural materials are unearthed during construction, work must be halted in that area until a qualified archaeologist can assess the significance of the find.
Post-Construction	Caltrans Archaeologists, Caltrans ECL, Caltrans RE	The Environmental Construction Liaison will inform the Caltrans Archaeologists when construction is complete.
Post-Construction	Caltrans Archaeologists, Caltrans ECL, Caltrans RE, Contractor	The Contractor, under supervision of the Environmental Construction Liaison and/or Caltrans Archaeologists, will remove temporary signage at the conclusion of construction.
Post-Construction	Caltrans Archaeologists	<p>Within 12 months of the completion of all ground-disturbing activities and after Caltrans District 7 has determined that any and all required archaeological and Native American monitoring has ended, a Cultural Resources Monitoring Report detailing the results of the monitoring program will be completed. The report will follow the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (Federal Register 1983: 44734-44737) as well as Caltrans' Standard Environmental Reference handbook (Volume 2: Cultural Resources). The monitoring report will describe methods used, cultural material collected, and the results of the various lines of analyses.</p> <p>Should the results of the monitoring efforts be negative (i.e. no discoveries), the monitoring report will constitute Caltrans' final Finding of No Adverse Effect without Standard Conditions. Should monitoring efforts result in discoveries, the notification process outlined above (and detailed in the PRDM Plan) will be followed. All measures agreed to and carried out as part of consultation for the discoveries will be documented in the monitoring report and will constitute Caltrans' final Finding of Effect for the project.</p>
Post-Construction	Caltrans Archaeologists	<p>Caltrans will ensure the preparation and subsequent distribution of a draft Cultural Resources Monitoring Report to SHPO, CSO, and consulting Native American tribes for review and comment, as follows.</p> <ul style="list-style-type: none"> - A draft of the monitoring report will first be provided to consulting Native American tribes who will have thirty (30) calendar days to review and submit any written comments to Caltrans District 7. Should Caltrans District 7 receive any comments or statements of concern within the thirty (30) calendar day review and comment period, Caltrans will continue consultation with the commenting parties for a period of no more than thirty (30) calendar days. Following conclusion of this consultation, Caltrans will consider all comments and concerns in the revision of the report. Failure of the consulting Native American parties to respond within this



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		<p>time frame shall not preclude Caltrans from authorizing revisions to the draft technical report, as Caltrans District 7 deems appropriate. Caltrans District 7 will inform all consulting parties, including CSO and SHPO, of comments and concerns received regarding the draft monitoring report and how these were addressed and resolved.</p> <ul style="list-style-type: none">- The draft copy (with any necessary revisions) will then be sent to CSO for review, and CSO will have fifteen (15) calendar days to comment.- CSO will then submit the draft copy (with any necessary revisions) to SHPO for a thirty (30) calendar day review period upon receipt of the document, per Stipulation X.B.2 of the Caltrans Section 106 PA. If SHPO's thirty (30) day review period expires without SHPO comment or agreement to extend the review period, Caltrans District 7 may move forward upon notification to the SHPO via e-mail or other written communication. <p>Once this process is followed, Caltrans District 7 will issue the technical report in final form and distribute the document to SHPO, CSO, Consulting Native American tribes, and the South Central Coastal Information Center of the California Historic Resources Information System.</p>
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Biological Resources:

Phase	Responsible Parties	Environmental Commitment Measures
PS&E	Caltrans Design, Caltrans Biologist(s), Caltrans ECL	The Division of Environmental Planning shall be provided the Project Specifications & Expenditures Review Package for review and comments. The Biologist(s), Environmental Construction Liaison, and Project Engineer should ensure that the plans avoid areas identified in the Natural Environment Studies prepared for MMBN within Appendix F: Locations of Sensitive Biological Resources.
PS&E	Caltrans Design, Caltrans Biologist(s)	The current analysis assumes that measures are taken to avoid impacts to sensitive biological resources. If it is later determined once plans are provided that areas with sensitive biological resources cannot be avoided, a re-evaluation will be necessary. Depending on the impacts, mitigation and/or additional permits may be required which will incur costs and delay project schedule.
PS&E	Caltrans Design, Caltrans Biologist(s), Caltrans ECL	Conduit alignments on plans will avoid areas with mature trees, as much as feasible. If Division of Design discovers that tree removal is required, coordinate with Division of Environmental Planning as soon as possible. Tree removal in urban areas shall be replanted at a minimum 1:1 ratio. Tree removal in rural areas or in areas adjacent to open space shall be replanted at a minimum 3:1 ratio. Coordination with Landscape Design is required for replacement of trees. Impacts to native trees such as oak species, Western sycamore, black walnut, toyon, and laurel sumac. Heritage trees, as determined by Division of Environmental Planning, are not allowed under any circumstances unless individually evaluated and approved by Division of Environmental Planning. Construction activities that may impact these trees may result in additional project delays and costs.
PS&E	Caltrans Design, Caltrans Biologist(s)	Removal of native vegetation in any areas adjacent to open space shall be prohibited unless otherwise approved the Caltrans Division of Environmental Planning. This may result in project delays from resource agency consultation, permits, mitigation requirements, and additional reporting requirements if it is determined any sensitive species will be impacted.
PS&E	Caltrans Design	All vegetation adjacent to State Route 33 in Ventura County on the northern and southern side of San Antonio Creek between post miles 7.335 to 8.036 is designated critical habitat for federally endangered Southwestern willow flycatcher and federally threatened California red-legged frog. No disturbance of any kind beyond the edge of unpaved shoulder may occur in this area, including any vegetation trimming or clearing or work within San Antonio Creek's bed, bank, or channel.
PS&E	Caltrans Design	The westbound shoulder on State Route 18 in Los Angeles County is very limited, but the eastbound side of State Route 18 has a bare dirt buffer area between the edge of roadway and undisturbed adjacent desert areas where broadband could be installed without disturbing adjacent areas. Therefore, broadband installation should be restricted to the eastbound side to avoid impacts to natural areas.



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PS&E	Caltrans Design	Conduits placed on the bridge soffit or bridge wall on bridges crossing over water where swallow nests may occur shall have a clear zone of 10 inches, or as far as practicable, from the vertex of the soffit where the soffit meets the bridge wall so existing or potential future swallow nest sites are not impacted.
Pre-Construction	Caltrans RE	All three District Biologists must be invited to the pre-construction meeting, with one week prior notice (Michael Klima: 213.332.1016 or michael.klima@dot.ca.gov, Sean Herron: 213.326.0651 or sean.herron@dot.ca.gov, and Rico Ramirez: 213.266.3783 or rico.ramirez@dot.ca.gov).
Pre-Construction	Caltrans Biologist(s)	<p>Pre-construction surveys will be conducted at locations identified in Appendix F: Locations of Sensitive Biological Resources that have the potential for roosting bats once a prospective construction start date is identified to determine the presence or absence of bats, roosting location(s), and relative number.</p> <p>If bat maternity roosting is confirmed, construction activities shall avoid the recognized bat maternity season (April 1 through October 1) to prevent potential mortality of flightless young bats.</p> <p>If bats are present at the site outside of the bat maternity season, no construction activities shall begin until approved bat exclusionary devices equipped with exit-only materials and roosting preventive measures are put in place on all features with potential for roosting bats that would be impacted by the proposed project activities to prevent bat occupation. Bat exclusionary devices shall be installed under the supervision of a qualified biologist.</p> <p>The following routes below will require bat surveys:</p> <p><u>LA-210 PM 8.28</u> Signs of bats detected in joints during a field survey.</p> <p><u>LA-210 PM R9.89</u> Signs of bats detected in joints during a field survey. Work should avoid nesting bird and roosting bat seasons since nesting raptors or ravens and roosting bats are likely and would cause significant delay.</p> <p><u>LA-5 PM 7.06</u> No signs of bats but the structure looks suitable for day and night roosting. Work should avoid nesting bird season and bat maternity season. If work cannot avoid nesting bird season and bat maternity season, pre-construction surveys shall occur to determine presence/absence. If bats and/or nesting birds are present, appropriate work buffers shall be established by the District Biologist.</p> <p><u>LA-210 PM 32.3</u> Santa Anita Wash is concrete lined channel used for flood control. The is adjacent vegetation which could be habitat for nesting birds. No sign of bats within the bridge</p>



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		<p><u>LA-210 PM 36.8</u> Work should avoid impacts to concrete bat house on the south side of the bridge. There is a very large bat colony within the centerline of the bridge.</p> <p><u>LA-118 PM 2.55</u> Riparian habitat, Swallow nests present, bats present. Work should avoid nesting bird season since nesting swallows are likely and would cause significant delay.</p> <p><u>LA-118 PM 4.54</u> Riparian habitat, Swallow nests present, bats present. Work should avoid nesting bird season since nesting swallows are likely and would cause significant delay.</p> <p><u>VEN-33 PM 3.27</u> Conduct pre-construction survey to ensure no roosting bats or nesting birds are present.</p> <p><u>VEN-33 PM 5.3</u> Conduct pre-construction survey to ensure no roosting bats or nesting birds are present.</p> <p><u>VEN-33 PM 5.64</u> Conduct pre-construction survey to ensure no roosting bats or nesting birds are present.</p> <p><u>VEN-33 PM 7.335-8.036</u> Install along concrete shoulder/bridge. Avoid all impacts to vegetation or else permits and mitigation will be required. Avoid work during bird nesting season and bat maternity season. If not feasible, preconstruction surveys will be required. Bats and nesting birds have high potential at this site, so work delays are likely if work doesn't avoid bat maternity and nesting bird seasons.</p> <p><u>LA-1 PM 8.62</u> There is the possibility that bats could roost in this bridge. Work should avoid impacts to rip rap banks to avoid need for 408 permit. Work should avoid roosting bat season since roosting bats are likely and would cause significant delay.</p>
Pre-Construction	Caltrans Biologist(s)	Caltrans District 7 Biologists shall survey proposed alignment prior to Ready to List (RTL) bid stage to confirm that jurisdictional areas and sensitive biological resources are avoided. If jurisdictional areas and/or other sensitive biological resources are not avoided, an environmental re-evaluation will be required.



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Pre-construction	Caltrans Biologist(s)	Prior to off pavement ground-disturbing activities within 50 feet of potentially jurisdictional areas, a District Biologist shall direct the placement of temporary fencing, staking, or other suitable method to define the work area and protect jurisdictional waters.
Pre-construction	Caltrans Biologist(s)	If native vegetation removal is necessary, rare plant surveys performed by Caltrans District Biologists shall be performed in appropriate blooming periods (usually in spring season).
Pre-construction	Caltrans RE, Caltrans Biologist(s)	It is recommended that all vegetation removal and bridge work occur outside of the bird nesting season. Bird nesting season is normally February 1st through September 1st; however, bird nesting behavior has begun earlier than expected due to current climate patterns. Should vegetation removal or bridge work need to occur during this period, the Resident Engineer (RE) shall coordinate with all three biologists (Michael Klima: 213.332.1016 or michael.klima@dot.ca.gov, Sean Herron: 213.326.0651 or sean.herron@dot.ca.gov, and Rico Ramirez: 213.266.3783 or rico.ramirez@dot.ca.gov) two weeks prior to construction or vegetation removal to conduct pre-construction bird nesting surveys and discuss exclusionary devices and methods, per the following standard specification: 14- 6.03B Bird Protection..
During Construction	Caltrans RE, Caltrans ECL, Caltrans Biologist(s)	In the event that nesting birds are observed, the RE should pause work until a qualified biologist has determined that fledglings have left the nest. If this is not possible, the RE should coordinate with the District Biologist to minimize the risk of violating the Migratory Bird Treaty Act (MBTA). Most likely, the District Biologist will recommend a buffer of 150 ft. for songbirds and a buffer of 500 ft. for raptors during all phases of construction. Nesting birds are protected under the MBTA and cannot be impacted by construction activities, including noise and pollution.
During Construction	Caltrans RE, Caltrans ECL	Installation of conduits should avoid the canopy area of nearby trees. If construction is required within the canopy area, no more than 25% of the canopy may be trimmed. In addition, no more than 10% of the root systems of the tree may be impacted.
During Construction	Caltrans RE, Caltrans ECL	Ensure all construction vehicles and equipment have been thoroughly cleaned such that no foreign soil, weed propagules, or pathogens are transported into the area.
During Construction	Caltrans RE, Caltrans ECL	There shall be no ground-disturbing activities, vegetation clearing/trimming, or use of equipment within potentially jurisdictional areas.
During Construction	Caltrans RE, Caltrans ECL	All work shall be limited to Caltrans right-of-way, including the prism of the roadway, shoulders, and side slopes for purposes of equipment maneuvering and traffic control.
During Construction	Caltrans RE	If any species of concern are observed during construction activities, all work shall immediately cease and all three District Biologists (Michael Klima: 213.332.1016 or michael.klima@dot.ca.gov, Sean Herron: 213.326.0651 or sean.herron@dot.ca.gov, and Rico Ramirez: 213.266.3783 or rico.ramirez@dot.ca.gov) shall be immediately notified. Work shall not resume until clearance is given by the District Biologist (s).
During Construction	Caltrans RE	Construction of project must employ all appropriate Stormwater and Erosion Control Best Management Practices (BMPs) during construction, and these must be incorporated into the project specifications so as to avoid impacts. Prior to the start of construction all drain inlets must be protected with BMPs to prevent construction materials and debris from entering drainages. This project has very little potential to create water quality impacts. Temporary Construction BMPs will be required, and could include wind erosion



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		control, sediment tracking control, street sweeping and vacuuming, stabilized construction roadway, spill prevention control, solid waste management, hazardous waste management, sanitary/septic waste management, material delivery and storage, material use, vehicle and equipment cleaning, vehicle and equipment fueling, and vehicle maintenance. Exact BMPs will be decided upon by CT Stormwater Division.
During Construction	Caltrans RE	Work shall cease when the chance of rain is more than 30% and is forecasted for the future 72 hours.
During Construction	Caltrans RE	Construction will also apply dust control measures to minimize the amount of dust in the air and make air quality in the area suitable for workers and the neighborhood businesses.
During Construction	Caltrans RE	All pollution and litter laws and regulations will be followed by the Contractor and all personnel on site.
Post-Construction	Caltrans RE, Caltrans ECL	To the maximum extent feasible, revegetate disturbed soil areas with an assemblage of native vegetation suitable for the habitat and region.
Post-Construction	Caltrans RE, Caltrans ECL	Any impacted milkweed plants shall be replaced at a minimum 1:1 ratio to conserve and protect any potential monarch butterfly habitat.
Post-Construction	Caltrans RE, Caltrans ECL	In compliance with Executive Order 13112, invasive species on the California Noxious Weed list will be prohibited from being planted during any revegetation associated with this project.



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Air Quality:

Phase	Responsible Parties	Environmental Commitment Measures
PS&E	Caltrans Air Quality Specialist, Caltrans Design	In order to accommodate air quality requirements from the VCAPCD & SCAQMD, the AQB will coordinate with HQ for approval of a nonstandard special provision (NSSP) 14-9.05 to mandate contractors to comply with all applicable rules and be responsible for fees and payments as required.
PS&E	Caltrans Design, Caltrans Air Quality Specialist	Division of Environmental Analysis, Office of Environmental Management, developed a GHG Reductions Measure Toolbox for use in project development (https://env.onramp.dot.ca.gov/downloads/env/managedfiles/caltrans-ghgreduction-measures-jun-2021-a11y.pdf). It is recommended that the PDT review, evaluate, and consider project measures in Tables 1 and 3 of the Toolbox and that the project commit to include all feasible and relevant measures identified from the Tables. If any measures are proposed outside the Tables in the Toolbox, the PDT shall ensure that those measures are biddable, buildable, and can be successfully implemented, All identified reduction measures shall be carried forward in the ECR.
PS&E	Design, ECL	Include NSSPs 5-1.33 and 7-1.02c in the following routes located in AB617 communities: <u>LA-710 PM 23.248-24.638</u> <u>LA-710 PM 24.638-24.966</u> <u>LA-5 PM 16.474-18.461</u> <u>LA-60 PM R0.493-R3.267</u> <u>LA-5 PM 6.853-13.779</u> <u>LA-710 PM 6.878-9.053</u> <u>LA-1 PM 7.331-16.011</u>
PS&E	Caltrans Air Quality Specialist	Refer to NSSPs 5-1.33 and 7-1.02c: Air quality requirements will be specified to mandate the use of Tier 4 Interim or Tier 4 final engines for off-road diesel-fueled vehicles subject to 13 CA Code of Regs § 2449.
PS&E	Caltrans RE	Refer to NSSP 7-1.02C: Submit certifications signed by the contractor acknowledging the following: 1) awareness of emissions reduction regulations mandated by CA Air Resources Board and ensuring and maintaining



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		<p>compliance with such regulations before starting work and throughout the duration of the contract,</p> <p>2) awareness of requirements to use tier 4 interim or tier 4 final engines,</p> <p>3) and awareness of the penalty for each noncompliant engine for each day of operation.</p>
Pre-Construction	Caltrans RE	<p>Refer to NSSP 5-1.33:</p> <p>Ensure the contractor submits inventory list to RE and tier4@dot.ca.gov inbox for authorization at least 15 days before the use of vehicles for work on AB617 communities.</p>
During Construction	Caltrans RE	<p>The proposed project is located in Ventura County and is within the boundary of the South Central Coast Air Bason (SCCAB) and within the jurisdiction of Ventura County Air Pollution Control District (VCAPCD); therefore, this project must comply with the VCAPCD Fugitive Dust Implementation Rule 55 to minimize temporary emissions during construction of the project as applicable and appropriate.</p>
During Construction	Caltrans RE	<p>VCAPCD Rule 74.2 (Architectural Coating) limits the amount of VOC emissions from paving, asphalt, concrete curing, and cement coatings operations. Construction of the proposed project shall comply with all applicable APCD Rules.</p>
During Construction	Caltrans RE	<p>Objectionable odors should also be minimized by conducting certain construction activities in areas at least 500 feet away from the sensitive receptors as feasible.</p>
During Construction	Caltrans RE	<p>SCAQMD Rule 1113 (Architectural Coating) and VCAPCD Rule 74.2 limit the amount of VOC emissions rom paving, asphalt, concrete curing, and cement coating operations. Construction of the proposed project shall comply with all applicable AQMD/APCD Rules.</p>
During Construction	Caltrans RE, Contractors	<p>The California Department of Technology (CDT) or contractors shall secure permits for an emergency backup generator for each of the 11 hub locations.</p>
During Construction	Caltrans RE	<p>Refer to NSSP 14-9.05:</p> <p>Comply with all applicable SCAQMD rules including measures related to dust control.</p>
During Construction	Caltrans RE	<p>Refer to NSSP 5-1.33:</p> <p>Submit an updated inventory list at least 5 days before contractor uses a vehicle that was not originally listed or replacing a vehicle on the previously authorized list.</p>



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Visual/Landscape:

Phase	Responsible Parties	Environmental Commitment Measures
PS&E	Caltrans Design, Caltrans Landscape	The aesthetics for the hub buildings have been determined, and each hub location will receive the appropriate aesthetics treatment.
PS&E	Caltrans Design	Stringing flexible fiber-optic conduits between power poles would degrade the visual character of scenic resources and is therefore not warranted for the project.
PS&E	Caltrans Design	<p>Conduits must be undergrounded in areas with aesthetic and native plant protection. Undergrounding the facilities will protect the visual and aesthetic character of sensitive coastal zone areas and native plants in the Significant Ecological Areas (SEA). If the conduit is exposed on the surfaces, such as on the side of the bridge abutments, the conduit should be placed in a protective covering to blend with the existing surface. Otherwise, run the conduit between the girder or within an empty girder box to reduce visual distractions.</p> <p>Review the following routes for applicable State and Local Laws, Regulations, and Ordinances, that protect the existing native and visual resources:</p> <p><u>VEN-101 PM 0-13.84</u> All of Route 101 is eligible for State Scenic Highway designation. Not undergrounding may jeopardize future designation.</p> <p><u>LA-101 PM 25.3-County Line</u> This route is eligible for State Scenic Highway designation. Not undergrounding may jeopardize future designation. At PM 29.1/31.8 in areas proximal to the Santa Monica Mountains (SEA), adhere to undergrounding utility requirements.</p> <p><u>VEN-33 (PM 0-0.85)</u> Adhere to California Coastal Commission and Ventura Local Coastal Plan undergrounding utility requirements.</p> <p><u>VEN-101 PM 27.4-Santa Barbara County Line</u> In areas within the coastal zone, adhere to California Coastal Commission and Ventura Local Coastal Plan undergrounding utility requirements. All of Route 101 is eligible for State Scenic Highway designation. Not undergrounding may jeopardize future designation.</p>



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		<p><u>LA-14 PM R25.-29.5, PM R31.9-41.6</u> In areas bisecting the Santa Clara River Significant Ecological Area (SEA), adhere to undergrounding utility requirements.</p> <p><u>LA-27 (coastal areas)</u> Adhere to California Coastal Commission and Local Coastal Plans, regarding aesthetics and Local Coastal Plans. On portions designated as State Scenic Highway, adhere to Scenic Program requirements. On the north segment in areas proximal to the Santa Monica Mountains (SEA), adhere to undergrounding utility requirements.</p> <p><u>LA-138 PM 70.1-74.973</u> In areas bisecting the Los Angeles County Antelope Valley Significant Ecological Area (SEA) adhere to undergrounding utility requirements.</p>
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Hazardous Waste:

Phase	Responsible Parties	Environmental Commitment Measures
PS&E	Hazardous Waste Specialist, Design	A Site Investigation (SI) will be required if there is soil generated during this project that will be disposed off-site and/or reused in another area. Design will provide plans indicating the location(s) and depth(s) of the soil excavation(s) that will generate soil that requires disposal or reuse in another location within the project limit. <u>LA-72 PM 0-3.139</u>
PS&E	Hazardous Waste Specialist	A Phase II Site Investigation will be conducted to test for ADL for the project site. Design will provide plans indicating the location(s) and depth(s) of the soil excavation(s) that will generate soil that requires disposal or reuse in another location within the project limit. <u>LA-1 PM 7.331-16.011</u>
PS&E	Hazardous Waste Specialist	As the project is not fully developed, Site Investigations may be required during PS&E. <u>LA-05 PM 6.853-13.779 and PM16.474-18.461</u>
PS&E	Hazardous Waste Specialist	If the installation of the Middle-Mile Broadband Network cable depth is from surface to 5 feet below ground surface, a specific site investigation (SI) shall be required to evaluate soil conditions for construction waste handling/management purpose and worker safety protection. <u>LA-405 PM 17.6-19.226</u>
PS&E	Hazardous Waste Specialist	If the installation of proposed scope of work (Middle-Mile Broadband Network cable) intrudes beyond the groundwater table of 45 feet (bgs), it is recommended that a dewatering/waste management plan shall be prepared for handling of the extracted groundwater. <u>LA-405 PM 17.6-19.226</u>
PS&E	Hazardous Waste Specialist	PS&E phase detailed investigations may be required for the above-mentioned REC sites (Morton Intl Whittaker Corp., 1021 Mission Road N Boyle Heights, CA 90033). <u>LA-05 PM 6.853-13.779 and PM 16.474-18.461</u>
PS&E	Hazardous Waste Specialist	Once plans are provided, Office of Environmental Engineering (OEE) will evaluate the sampling site investigation data against the project plans to prepare project specific specifications to manage Aerially-Deposited Lead impacts in the corridor.



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		<p>For estimating purposes, to protect worker's health and safety and to meet the soil disposal disclosure requirement, all soil is assumed to be non-hazardous soil material (Type Com material for disposal), per State of California Regulations.</p> <p>For estimating purpose, consider the top 3 feet of excavated soil in the unpaved areas within 20 feet from the edge of traveled way to be Type Com and should be disposed of at a California-permitted Class II or Class III landfill facility.</p>
PS&E	Design, Hazardous Waste Specialist	OEE will be provided a list of bridge structures being modified and the Estimated Area of Disturbance (sq ft or cubic feet). OEE will issue NSSP 14-11.17 "Asbestos Materials in Bridges" for the project once this information is received.
PS&E	Design, Hazardous Waste Specialist	<p>Design must inform OEE if paint systems on bridges will be disturbed by the project. Paint systems on bridges and bridge railings may contain lead-based paint (LBP).</p> <p>If bridges with paint systems are being disturbed, OEE will issue a NSSP for disturbance of existing paint systems on bridges for the project.</p> <p>If more than 50 bolts along a bridge structure with a paint system are required for conduit installation, NSSP 14-11.13 will be required to contain and dispose of paint waste for the structure.</p>
PS&E	Design, Hazardous Waste Specialist	<p>Design must notify OEE if treated wood waste (TWW) is being generated for the project.</p> <p>If TWW is generated, OEE will provide the appropriate Standard Special Provisions for handling, storing, transporting, and disposing of TWW.</p>
PS&E	Design, Hazardous Waste Specialist	<p>Include SSP 84-9.03B & 14-11.12 for pavement delineation removal.</p> <p>Include SSP 14-11.08 & 14-11.09 for testing of soil before disposal off-site.</p> <p>Include SSP 14-11.15 for removal of electrical equipment, irrigation controller parts, etc.</p> <p>Include NSSP 14-11.16 for potential exposures to asbestos and lead-based paint.</p> <p>Include NSSP 14-11.17 for Asbestos Containing Materials.</p>
Pre-Construction	Resident Engineer	<p>Refer to SSP 84-9.03B & 14-11.12:</p> <p>The project scope includes removal of pavement delineation, currently the method of removal is unspecified.</p>



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		<p>The contractor is required to prepare an LCP to protect workers from exposure to the hazards from lead in thermoplastic and paint per Cal-OSHA Title 8 California Code of Regulations.</p> <p>All thermoplastic, paint stripes, and pavement markings contain lead, and a project specific LCP will be required to protect workers, as management of these materials exposes workers to health hazards.</p>
Pre-Construction	Resident Engineer, Contractor	<p>Refer to SSP 14-11.08 & 14-11.09:</p> <p>For any surplus material taken from locations where existing test results for ADL do not exist, the material will be tested by Contractor before disposal off-site. The contractor will be required to prepare a Sampling and Analysis Plan and an Excavation Transportation Plan for special handling and management of ADL impacted soil.</p> <p>The Contractor will also prepare a project specific Lead Compliance Plan (LCP) to protect workers and the public from exposure to lead hazards in soils. The LCP must be signed and sealed by a Certified Industrial Hygienist (CIH).</p>
During Construction	Resident Engineer	<p>Since an ADL investigation has not been performed at the proposed work areas, it is recommended that all excess soil generated from the construction of the proposed improvements at unpaved areas and fiber optic hub shelters be classified as Type Z-2 Material. This material is required to be properly managed and transported as a California Hazardous Waste (non-RCRA) and disposed at a permitted California Class I Disposal Facility.</p> <p><u>Hub Location No. 63 & 67 & 115</u></p> <p><u>LA-05 PM 6.853-13.779 and PM 16.474-18.461</u></p>
During Construction	Resident Engineer	<p>Installation of Conduit in dirt shoulder by the trenching method will disturb the soil in the project area that will be placed back in the immediate area of disturbance. There is a concern that the construction crew may encounter ADL-contaminated soil in the process with the potential for exposure to lead. All disturbed soil must remain on site.</p>
During Construction	Resident Engineer	<p>Refer to SSP 14-11.15:</p> <p>Removal of existing electrical equipment, parts, irrigation controller equipment, controller cabinet equipment or components may generate hazardous waste. Electrical equipment includes mercury containing switches, sensors, timers, ballasts with polychlorinated biphenyl (PCB), and other electrical components. All electrical equipment requiring disposal shall be packaged and transported to an appropriate permitted disposal facility.</p>
During Construction	Resident Engineer	<p>Refer to NSSP 14-11.16:</p>



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		<p>The Contractor is required to adhere to the requirement stipulated in SSP and prepare a project specific Lead Compliance Plan (LCP) with lead awareness training and a Health and Safety Plan required to protect workers from potential exposures to asbestos and lead-based paint during work activities.</p> <p>The LCP shall be prepared/signed/stamped by a Certified Industrial Hygienist (CIH). The General Contractor is required to submit an Asbestos Compliance Plan to minimize workers' exposure to asbestos during construction activities. The plan must be prepared, signed, and sealed by a Certified Industrial Hygienist (CIH) with experience and knowledge of asbestos removal work and by the certified asbestos consultant (CAC).</p>
During Construction	Resident Engineer	<p>Refer to NSSP 14-11.17:</p> <p>Bridge and box culvert structures may have the potential to containing Asbestos Containing Material (ACM) in the bridge shim plates and weep holes. Joint seals installed prior to 1960 may also have the potential to be constructed with ACM. Bridge and box culvert structures are subject to National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulations. NESHAP requires notification to the delegated air district when demolition or renovation activities are performed regardless of whether asbestos was detected on the structure. However, notification is not required on structures if the combined amount of ACM to be stripped, removed, dislodged, cut, drilled, or similarly disturbed is less than 35 cubic feet (1 cubic meter) where the length of area could not be measured continuously.</p>
During Construction	Resident Engineer	<p>Groundwater along the project route is historically shallow and may be encountered during construction activities. Groundwater may be contaminated due to unauthorized chemical releases or have naturally occurring constituents, such as dissolved metals, that are above national pollution discharge elimination system (NPDES) limits for discharge to waterways. Construction dewatering requires appropriate handling and management for disposal.</p> <p><u>VEN-101 PM 30.021-30.905</u> The depth to groundwater is approximately 5 to 9 ft below ground surface along this portion of VEN-101.</p> <p><u>LA-1 PM 7.331-16.011</u> A SI will be conducted for the above case to determine whether the dewatering (if any) will require special disposal.</p> <p><u>LA-710 PM 6.878-9.053</u> Shallow groundwater (less than 20 feet below ground surface (bgs)) is reported along the SR-710 Project limits from State Route 1 (PM 6.9) to State Route 405 (PM 9.3) and has been reported as shallow as 2.4 feet bgs near Pacific Coast Highway. Groundwater may be encountered during construction activities.</p>



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During Construction	Resident Engineer	Soils generated from conduit trenching and excavation must be dealt with as excess soil and disposed of at a Class I Facility. <u>LA-134 PM 8.969-R13.341</u>
During Construction	Resident Engineer	Material used for backfill must be tested and free of contaminants under Section 6-1.03.
During Construction	Resident Engineer	To verify that there have been no impacts to groundwater associated with historic landfill activity, following waste removal, a network of up to five groundwater wells will be installed around the perimeter of the Site, and monitored for a period, to ensure that 1) there has been no impacts to groundwater from the former landfills, and 2) the remedial activities did not impact groundwater. <u>LA-05 PM 6.853-13.779 and PM 16.474-18.461</u>