

Notice of Exemption

Appendix E

To: Office of Planning and Research
 P.O. Box 3044, Room 113
 Sacramento, CA 95812-3044

County Clerk
 County of: _____

From: (Public Agency): _____

 (Address)

Project Title: _____

Project Applicant: _____

Project Location - Specific:

Project Location - City: _____ Project Location - County: _____

Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: _____

Name of Person or Agency Carrying Out Project: _____

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Lead Agency
 Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: *Gita Tokhmafshan* Date: _____ Title: _____

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
 Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 04/2021)**

Project Information

Project Name (if applicable): I-15 Interim Corridor Operations Project		
DIST-CO-RTE: 08-RIV-15	PM/PM:	35.7/37.0
EA: 1M750	Federal-Aid Project Number:	0822000037

Project Description

A temporary operation improvement on southbound Interstate 15 (I-15) between the Cajalco Road southbound on-ramp to the Weirick Road southbound off-ramp in the southeastern portion of the City of Corona and unincorporated Riverside County will be constructed to address suboptimal traffic conditions during the peak evening hours (3:00 – 6:00 PM). The project would provide a 3-year interim condition that is intended to immediately improve traffic operations and safety in the area until the I-15 Corridor Operations Project (EA 08-0J083) is constructed, or other future I-15 improvements are constructed.

Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class 1(c).** (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Gita Tokhmafshan	<i>Gita Tokhmafshan</i>	02/28/2022
Print Name	Signature	Date

Project Manager

Mainul Khan	<i>Mainul-hasan Khan</i>	02/28/2022
Print Name	Signature	Date



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Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See [SER Chapter 30](#) for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

23 CFR 771.117(c): activity (c)(26)

23 CFR 771.117(d): activity (d)(Enter activity number)

Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. 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.

Senior Environmental Planner or Environmental Branch Chief

Gita Tokhmafshan	<i>Gita Tokhmafshan</i>	02/28/2022
Print Name	Signature	Date

Project Manager/ DLA Engineer

Mainul Khan	<i>Mainul Hasan Khan</i>	02/28/2022
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 2/18/2022

Date of Environmental Commitment Record or equivalent: February 2022

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



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Continuation sheet:

The Interstate 15 (I-15) Interim Corridor Operations Project (ICOP) proposes the addition of an auxiliary lane along southbound (SB) I-15 from the Cajalco Road southbound on-ramp to the Weirick Road southbound off-ramp; a distance of less than one mile.

The auxiliary lane would be provided by restriping the lanes. No roadway widening is proposed, but the existing inside and outside shoulders may be upgraded to accommodate through traffic. Upgrades to the shoulders include removal of rumble strips by cold planing, and possible asphalt overlays to strengthen the shoulder pavement to handle through traffic for the interim period of 3 years until future permanent improvements on the I-15 are implemented. Additional grading along the inside shoulder within the I-15 median would be required to provide a stable surface that could be used by emergency vehicles to get around traffic. The grading would be an approximate 10-foot wide path along the edge of the median. Other roadway modifications would include the upgrade of approximately 285 feet of existing guardrails, 300 feet of new guardrail installed, new asphalt concrete (AC) overside drains, and two new overhead signs to provide motorists notice of the Weirick Road exit only lane. With this temporary improvement, there would be three 11-foot wide general purpose (GP) lanes, one 12-foot wide GP lane to accommodate trucks with a varying 2-5 foot wide median shoulder and a varying 3–8 foot wide outside shoulder between Cajalco Road and Weirick Road.

In 2025, the I-15 Corridor Operations Project (COP), which is currently in the Project Development and Final Design phases, will subsequently remove the lane-drop on SB I-15 prior to the Cajalco Road Overcrossing and extend the GP lane to trap at the SB I-15 off-ramp to Weirick Road. Three GP lanes will continue southbound on I-15 just south of the Weirick Road Off-Ramp.

In 2028, the I-15 Express Lanes Project Southern Extension (ELPSE), which is currently in the Project Development phase, will extend the dual express lanes from Cajalco Road to SR-74 in Lake Elsinore. The southbound express lanes terminus will no longer transition into the GP lane #1, and the trap lane to the Weirick Road Off-Ramp will be converted back to an auxiliary lane.

All work and potential earth disturbance associated with grading, guard rail upgrades, drainage installation, and sign placement would occur within the existing I-15 right-of-way.



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Figure 1: Project Overview





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Purpose & Need

Purpose

The purpose of the proposed project is to provide temporary operational improvements on SB I-15 between Cajalco Road and Weirick Road interchanges to alleviate the bottleneck and improve traffic flow along SB I-15 until construction of permanent improvements under the I-15 COP. The objectives of the project are:

- To provide an interim solution to improve traffic operations along the corridor; and
- To reduce cut-through traffic.

Need

The I-15 Express Lanes Project (ELP) (EA 0J080), started operations of two new express lanes in both directions along a 15 mile stretch of I-15 from the SR-60 interchange to Cajalco Road in April 2021. Since the opening of the I-15 ELP, heavy traffic volumes merging and weaving at the Cajalco Road and Weirick Road interchanges has contributed to degraded traffic operations on the SB I-15 during the PM peak hours (3:00 – 6:00 PM), including weekends.

Between the hours of 3:00 PM and 6:00 PM, or the peak evening hours, SB I-15 experiences heavy traffic volumes and a bottleneck forms between the Cajalco Road On-Ramp and Weirick Road Off-Ramp. Due to forecasted population growth, and the continued residential and commercial development to support the projected growth within the region, the I-15 corridor is expected to continue to experience increased congestion and longer commute times that are projected to negatively affect traffic operations along the freeway mainline.

The expected increase in congestion during peak periods and worsening traffic conditions, particularly during the evening peak period, is expected to result in additional local and regional traffic congestion. Existing heavy peak period congestion and traffic delays, as evidenced by the poor level of service (LOS) and high traffic density, are expected to continue to negatively impact traffic operations along SB I-15. Due to the congestion that is observed in this focused area on the southbound I-15, increased vehicular traffic are utilizing local roads in the city of Corona to bypass the highway congestion. Vehicles that would typically use the Magnolia Avenue and Ontario Avenue on-ramps to enter southbound I-15 are currently entering I-15 at more southerly on-ramps at El Cerrito, Cajalco, and Weirick Roads to avoid the southbound I-15 congestion, thereby resulting in cut-through traffic and congestion on local streets in Corona.

Analysis:

Based on the location and nature of the proposed improvements, the I-15 Interim Corridor Operations Project (ICOP) would not have impacts to the following environmental resources: land use and planning, growth, farmlands/timberlands, community impacts, community character and cohesion, relocations, environmental justice, Section 4(f), geology, hydrology/floodplains, and energy and climate change. In addition, when considering past, present, and future projects along I-15, no significant adverse cumulative effects to the environment are foreseen with implementation of the avoidance and minimization measures by the I-15 ICOP. Additionally, the related projects would also implement avoidance, minimization, and/or mitigation measures to address their individual potentially adverse effects.

The following provides further analysis of the potential for the I-15 ICOP to impact other resources. Various avoidance and minimization measures to be implemented during project construction are provided below and within the Environmental Commitments Record (Attachment 1).

Traffic

To assess the existing and future traffic conditions of both a No-Build Alternative and the proposed Interim Corridor Operations Project along SB I-15 through the project area, a Traffic Operations Analysis Report (TOAR) was prepared by Fehr & Peers (December 2021).



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Under Existing (2019) Conditions, the free-flow travel time along SB I-15 between Hidden Valley Parkway and Main Street is approximately 20 minutes. Travel times on SB I-15 between Hidden Valley Parkway and Main Street exceed 30 minutes between 4:15 to 5:45 PM. The SB I-15 bottleneck at the Cajalco Road on-ramp merge segment is active between 3:15 to 6:15 PM and extends to the Magnolia Avenue on-ramp during the PM peak hour.

In the Opening Year (2022) under the I-15 ICOP No-Build Alternative, the SB I-15 bottleneck at the Cajalco Road on-ramp merge segment worsens with the termination of the I-15 ELP. Vehicle queues caused by the Cajalco Road on-ramp bottleneck extend to Magnolia Avenue on-ramp with a queue length of approximately 3.2 miles on SB I-15 during the PM peak hour. The I-15 ICOP Build Alternative reduces the queue length on SB I-15, upstream of the bottleneck at the Cajalco Road on-ramp merge segment, by about 2.3 mile during the PM peak hour, or by approximately 72 percent.

In the Design Year (2025) under the I-15 ICOP No-Build Alternative, vehicle queues caused by the Cajalco Road on-ramp bottleneck extend to the westbound (WB) SR-91 off-Ramp with a queue length of approximately 5.0 miles on SB I-15 during the PM peak hour. The I-15 ICOP Build Alternative reduces the queue length on SB I-15, upstream of the bottleneck at the Cajalco Road on-ramp merge segment, by about 2.4 mile during the PM peak hour, or by approximately 48 percent.

The I-15 ICOP Build Alternative serves more vehicles and reduces overall vehicle delay within the study limits when compared to the I-15 ICOP No-Build Alternative in the Design Year. Although the I-15 ICOP will not solve congestion issues along the SB I-15 corridor, local residents and users of the facility within the study area will benefit significantly from the reduction in travel delay.

Further, the project was found to be exempt from vehicle miles traveled (VMT) analysis based on the following reasons:

- It is an auxiliary lane project that is less than one mile in length, making it consistent with potentially screened projects as outlined in the Caltrans guidance.
- It is an operations improvement project that will minimize speed differentials at the SB I-15 ELP terminus, which will improve safety in the study area.
- It is not expected to increase traffic in the area compared to No-Build Alternative.

Paleontological Resources

Paleontological sensitivity for the project area was mapped as part of the I-15 ELP Combined Paleontological Identification Report/Paleontological Identification Report prepared by San Diego Natural History Museum's PaleoServices (August 2014). While the majority of the project area is located within an area identified as high fossil potential, it is noted that the existing roadway is constructed on engineered fill material which has resulted in potential sensitive paleontological resources being buried sufficiently deep beneath the engineered fill materials. Therefore, it is determined that the proposed work associated with the interim auxiliary lane would not impact sensitive paleontological resources.

Air Quality

As documented in the Air Quality Assessment Memorandum prepared by Parsons (January 2022), the proposed auxiliary lane is less than 1.0 mile in length; thus, it can be considered exempt under 40 CFR 93.126 Table 2 item, "Projects that correct, improve, or eliminate a hazardous location or feature"¹ from the requirement to determine conformity. The project was presented to the Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG) on August 24, 2021, for a

¹ Such projects may proceed toward implementation even in the absence of a conforming transportation plan (RTP/SCS) and transportation improvement plan (i.e., FTIP)



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determination of whether or not it is a Project of Air Quality Concern. On September 28, 2021, TCWG determined that it is not a Project of Air Quality Concern and is exempt from air quality analysis.

The construction of the I-15 ICOP would involve removal of rumble strips by cold planing, asphalt overlays, lane restriping, limited grading/shoulder backing, upgrade of guardrails, drainage, and new overhead signs and would only take 7 months to complete. The limited scope of work and short duration of construction, as well as the small disturbance area (1.14 acres), would result in pollutant emissions that would be considered temporary and would not have any considerable effect on regional air quality. Also, the nearest sensitive receptor to the site is over 175 feet away, and local emissions would have negligible effects on this and other more distant receptors.

In addition, the use of the proposed SB auxiliary lane would relieve traffic congestion on the I-15 from the Cajalco Road interchange to the Weirick Road interchange during the peak evening hours. This would result in reduced vehicle emissions and improvements in local and regional air quality for the interim period of 3 years until future permanent improvements on the I-15 are implemented.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all California Air Resources Board (ARB) emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce greenhouse gas emissions. Impacts on air quality would be minimal during construction and would be beneficial during operations.

Utilities and Emergency Services

No utilities would be impacted with implementation of the I-15 ICOP. No impact to emergency service providers is anticipated and the additional shoulder backing along the median would provide a stable surface for emergency vehicles to bypass traffic during congested conditions.

Water Quality and Stormwater Runoff

Implementation of the I-15 ICOP would not result in impacts to water quality or stormwater runoff. The total disturbed soil area of the project is less than one acre, and no new or replaced impervious surface would be added. The existing drainage patterns will be maintained for all existing offsite and onsite systems. Offsite systems will remain unimpacted since there is no increase in impervious area proposed by the project. To assist with water spread along southbound I-15, four new overside drains are proposed along the outside edge of the shoulder.

To mitigate potential water spread issues in the shoulder and southbound travel lanes, the project proposes to temporarily cap the existing 6-inch gutter drains along the top of the retaining wall south of the Bedford Wash and route the hillside runoff to an existing 12-inch down drainpipe located at the north of the retaining wall. The 6-inch wall drain caps would remain in-place until construction commences for the I-15 COP. In addition, four overside drains would be installed at various locations along the outside edge of roadway pavement to ensure proper drainage of the SB lanes.

The project area is encompassed on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) numbers 06065C1360G and 06065C1370G, within Temescal Wash zone (Zone AE) and Bedford Canyon Wash zone (Zone A). Zone AE is the base floodplain where Base Flood Elevations are provided, and Zone A is a special flood hazard area subject to inundation by the 1 percent annual chance flood event; no base flood elevations (BFEs) determined. The project would not propose any modifications or encroachments within the regulatory floodway.

In advance of construction, the contractor would address specific construction site best management practices (BMPs) as part of the Water Pollution Control Program.



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Hazardous Materials and Waste

An Initial Site Assessment (ISA) was prepared by HDR Inc. for the Interstate 15 Express Lanes Project Southern Extension (ELPSE) project in August 2021. The ELPSE proposes the construction of new lanes along I-15 between PM 21.2 and PM 38.1. The ISA was conducted in general accordance with the California Department of Transportation (Caltrans) ISA guidance documents and American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments (E1527-13) to identify environmental conditions that may present existing, past, or potential environmental risks associated with the site. Since the ELPSE ISA includes the area that would be disturbed for the I-15 ICOP (PM 35.91 - Weirick Road to PM 36.75 – Cajalco Road), a review of this prior ISA was conducted to determine hazardous materials concerns that have been identified for the same (albeit shorter) segment of I-15.

The Environmental Data Resources (EDR) database search (November 12, 2020) for the ELPSE ISA did not identify any documented or government-listed site involving hazardous materials use or hazardous waste generation along the project limits of the I-15 ICOP. Thus, there are no records of known soil or groundwater contamination subject to investigation or remediation within the project limits. Also, review of the Geotracker database of the State Water Resources Control Board (SWRCB) shows that there are no Leaking Underground Storage Tanks, Cleanup Program Sites, Military Cleanup Sites or other open cases on or near the project limits. Review of the Envirostor database of the State Department of Toxic Substances Control (DTSC) shows that there are no cleanup sites on or near the project limits, with the nearest voluntary cleanup site at 3710 Temescal Canyon Road (Liston Aluminum Brick Company) located 0.3 mile east and downstream of the project limits. This cleanup site does not pose an environmental concern for the project.

The ELPSE ISA did not identify any Recognized Environmental Conditions (RECs) within the I-15 ICOP project area, although it noted that several environmental conditions may be encountered during project construction. These conditions include unexpected or unknown soil contaminants uncovered during soil disturbance; aerially deposited lead (ADL) in soils; asbestos containing materials (ACM) on bridges; lead based paint (LBP) in bridges and lane striping, treated wood waste (TWW) in guardrail posts; paint and thermoplastic striping (PTS) in pavement markings; and construction generated hazardous wastes.

Environmental conditions which may be encountered within the project limits (PM 35.91 to PM 36.75) of the I-15 ICOP during construction include the following:

- Soil within the I-15 right of way along the project limits, including the median, shoulders and ramps, have been sampled for ADL. The ADL survey classifies the soil as unregulated Type X soil, which is considered non-hazardous and suitable for reuse on site without restriction, as per the July 2016 ADL Agreement between Caltrans and the DTSC.
- Wooden guardrail posts may contain creosote and pentachlorophenol and would be considered TWW. Removal and replacement of guardrails would require proper disposal of TWW.
- Yellow paint used for pavement markings along I-15 may contain lead chromate. Removal of the yellow paint would require sampling, analysis, removal, and disposal in compliance with appropriate hazardous waste regulations.
- Hazardous wastes would be generated during construction of the proposed project, including used oil, sediment from vehicle washing, petroleum materials, cleaning solvents, and paint. These wastes would require proper handling, transport, and disposal.
- Asbestos was identified in the Bedford Wash Bridge (56-0540) guardrail felt pads but was not found within the concrete barriers. Removal and/or disturbance of the guardrail felt pads and any other ACM would require proper handling, transport, and disposal.

As part of the Hazardous Materials Evaluation Memorandum prepared by Parsons (January 2022) , a review of aerial photographs and topographic maps did not identify any potential environmental concerns within the project limits. In addition, a field survey of the project area was conducted on November 1, 2021. The survey did not identify any surface or underground tanks, sumps, ponds, drums, basins, transformers,



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landfills, odors, vegetation damage, buildings, or other potential hazardous materials in and near the project limits and proposed construction area. However, there were traffic signs and guard rails with wooden posts, bare soils on the freeway shoulders, and yellow pavement markings. The wooden posts may be considered as TWW and would have to be disposed of properly. Yellow pavement markings may contain lead chromate and would require sampling, analysis, removal, and disposal to comply with appropriate hazardous waste regulations. In addition, bare soils that would be disturbed by the project would have to be handled in accordance with the ADL Agreement between Caltrans and the DTSC.

Potential environmental conditions may be encountered during construction activities and would require the implementation of standard construction measures. To minimize any project-related effects, the following measures shall be implemented:

- HAZ-1** Soil handling and reuse shall comply with the Aerially Deposited Lead (ADL) Agreement between Caltrans and State Department of Toxic Substances Control (DTSC), which allows Type X soils to be safely reused within the project limits, subject to the requirements of the ADL Agreement. In accordance with the ADL Agreement, a Lead Compliance Plan (LCP) shall be prepared prior to construction to protect workers from exposure to lead associated with ADL and lead based paint (LBP) in traffic stripe and pavement makings. The LCP shall specify procedures for the handling, management, sampling, and disposal of materials containing lead.
- HAZ-2** The contractor shall handle wooden posts as treated wood waste (TWW) and manage TWW in compliance with Chapter 34, Title 22 California Code of Regulations Sections 67386.1 through 67386.12, "Alternative Management Standards for Treated Wood Waste," and in accordance with Caltrans Standard Specifications, Section 14-11.14 Treated Wood Waste. All TWW shall be disposed at a landfill permitted to accept TWW.
- HAZ-3** The contractor shall comply with existing regulations to ensure that sampling, analysis, removal, and disposal of any traffic striping and pavement materials is completed in accordance with Construction Program Procedure Bulletin 99 2, and Caltrans Standard Specifications, Section 14-11.12. Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue and Section 36-4 Residue Containing Lead from Paint and Thermoplastic (2018), including the requirements in Caltrans Construction Manual, Chapter 7-107E Removing Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue (2019).
- HAZ-4** The contractor shall handle, store, and dispose of all hazardous wastes generated during construction in accordance with Caltrans Standard Specifications, Section 7-107A of the Construction Manual.
- HAZ-5** Project specifications should incorporate the removal of asbestos containing material (ACM) in accordance with the guidelines set forth by the U.S. Environmental Protection Agency (EPA), California Division of Occupational Safety and Health (Cal/OSHA), South Coast Air Quality Management District (SCAQMD), and other regulatory agencies. If removal of ACM is required in connection with demolition, such work should only be performed by personnel who are appropriately trained, experienced, and registered. Intentional disturbance of ACM should be performed in a manner such that emissions are controlled. Control measures should include, but not be limited to, wet methods, encapsulation, removal with HEPA-filter equipped vacuums, and appropriately labeled polyethylene bags. CAL/OSHA must be notified a minimum of 24 hours prior to the start of any asbestos-abatement project. The local National Emission Standards for Hazardous Air Pollutants (NESHAP) regulatory agency (SCAQMD) must be notified 10 working days prior to the start of any demolition or asbestos abatement projects which exceed 100 square feet or 120 linear feet of asbestos-containing material, in accordance with SCAQMD Rule 1403. Air monitoring relating to such work should be performed by or under the direct



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supervision of a California State Certified Asbestos Consultant before, during, and after the abatement work, as required by EPA and other regulations.

Cultural Resources

A Screened Undertaking for Section 106 compliance was prepared by Caltrans (December 2021). Per the provisions of the Section 106 Programmatic Agreement, the I-15 ICOP falls under Class 1, "Pavement reconstruction, resurfacing, shoulder backing, or placement of seal coats"; Class 3, "Channelization of intersections or addition of auxiliary lanes"; Class 11, "Modification of existing features, such as slopes, ditches, curbs, sidewalks, driveways, dikes, or headwalls, within or adjacent to the right of way"; Class 12, "Minor Operational Improvements, such as culvert replacement and median or side-ditch paving" Class 13, "Addition or replacement of devices, such as glare screens, median barriers, fencing, guardrails, safety barriers, energy attenuators, guide posts, markers, safety cables, ladders, lighting, hoists, or signs"; Class 14, "Installation, removal or replacement of roadway markings, such as painted stripes, raised pavement markers, thermoplastic tape, or raised bars, or installation of sensors in existing pavements"; and Class 22, "Replacement of existing highway signs."

The undertaking, as currently proposed, has no potential to affect historic properties eligible for or listed on the National Register of Historic Places. The following measures found in the Caltrans 2018 Standard Specifications in the Plans (14-2.03A) shall be implemented:

CR-1 If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.

CR-2 In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909) 260-5178 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.

Biological Resources

The project footprint and surrounding 500-foot buffer, the biological study area (BSA), was surveyed in October 2021 and the findings of this survey were included as part of the Biological Resources Evaluation Memorandum prepared by Parsons (February 2022). Within the BSA, one type of habitat of concern was observed, Riversidian sage scrub (RSS). Three versions of RSS were found present within the BSA: intact RSS, disturbed RSS, and remnant RSS. RSS is a xeric form of coastal sage scrub and contains mostly drought-deciduous shrubs with small leaves that is characterized by low-growing drought-deciduous shrubs with shallow roots and an open distribution. This vegetation can provide potential habitat for a number of special-status species and is considered a plant community of concern because its extent has been drastically reduced during recent decades, primarily because of residential development in the coastal foothills of Southern California. Within the BSA the areas of RSS are located along the western side of I-15 with some severely degraded remnant RSS along the edges of Bedford Wash within the highway median. An area of disturbed RSS extends approximately 1,200 feet from Bedford Wash along the outside edge of the SB lanes. The habitat is primarily located along the slope behind the outside retaining wall. A small patch of disturbed RSS exists in and around the concrete lined drainage channel inlet adjacent SB I-15. Further south, a large contiguous growth of mature RSS is located along the slope behind the retaining wall along the outside edge of the SB lanes just north of the Weirick Road off-ramp.

Elsewhere within the project area, the habitat primarily consists of sparsely vegetated non-native grasslands. The median includes clusters of planted olive (*Olea europaea*) trees and an area of native laurel sumac (*Malosma laurina*) shrubs on the south side of Bedford Wash. Introduced, non-native invasive species present within the project area include:



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- introduced annual grasses, including giant reed (*Arundo donax*) which was only found in one cluster in Bedford Wash, on the southwest side of the I-15 overpass,
- Russian thistle (*Salsola tragus*), and
- mustards, including tansy mustard (*Hirschfeldia incana*) and black mustard (*Brassica nigra*).

No federal or state listed taxa were observed within the project footprint or BSA.

The BSA includes several ephemeral jurisdictional waters of the U.S. (WOUS) and waters of the State (WOS) features. As documented in the I-15 ELPSE Natural Environment Study prepared by ICF (November 2021), there are two drainage features along the west side of the southbound I-15 lanes, in addition to Bedford Wash which is a natural bottom crossing under I-15. The northern most roadside feature is a concrete v-ditch which drains towards Bedford Wash. The second feature consists of two small earthen culverts which drain upland runoff to a concrete culvert conveying the runoff to the east under I-15.

The project footprint is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (2003). The MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of Covered Species. The project footprint is not located within a planning area subunit or Criteria Cell, but it is within the *Phacelia stellaris* (Brand's star phacelia) Narrow Endemic Plant Species Survey Area. The Brand's star is a rare, blue to purple-flowered annual found in open areas in coastal-sage scrub below 400 meters (1,312 feet) elevation with a blooming season between March and May. Annuals like Brand's star typically desiccate and decay after the end of their blooming and fruiting season. No specimens were observed in the project area during the October 2021 field survey. In addition, the project site is located within the MSHCP Burrowing Owl (BUOW) Survey Area. No suitable BUOW habitat was observed in the area surveyed on foot during the field work.

Surveys for special-status bat species not covered by the MSHCP with the potential to occur within the I-15 ICOP area were performed as part of the I-15 ELPSE Natural Environment Study (2021). The habitat assessment surveys of the Cajalco Road and Bedford Wash bridges were performed by qualified bat biologists in May 2020. Based on the lack of evidence of bat activity and sign, including within weep holes and the bridge structures, both structures were determined to have no potential for bat roosting and were not subject to bat emergence surveys. The assessment found that all observed bats and sites identified as moderate to high potential for occurrences of roosting bats are located over a mile south of Weirick Road.

Project construction would be performed in previously disturbed areas within the existing I-15 right-of-way. No construction activities would occur within Bedford Wash. The project is not likely to affect or take any special status animal species. Additionally, while the bat habitat assessment performed as part of the I-15 ELPSE determined that there was no potential for bats to roost in the project area, in January 2022 the Caltrans biologists determined that there is a low potential for bat roosting within the BSA, therefore several measures have been identified to avoid any potential impacts to bats when working on the Bedford Wash bridge guard rails and adjacent paving work along I-15.

The temporary capping of the existing 6-inch gutter drains along the top of the retaining wall south of the Bedford Wash would be done directly from the concrete gutter and would not impact the RSS habitat located behind the retaining wall. The four proposed overside drains would be installed via the existing paved shoulder and would not impact any RSS habitat as the areas immediately adjacent the proposed overside drains is disturbed ruderal habitat.

Based on the nature of the work it is anticipated that the Project would not require regulatory permits from the Regional Water Quality Control Board pursuant to Section 401 of the Clean Water Act (CWA), from the U.S. Army Corps of Engineers pursuant to Section 404 of the CWA, or from the California Department of Fish and Wildlife (CDFW) for a Section 1602 Lake and Streambed Alteration Agreement.

There is a potential for impact to RSS habitat located adjacent the proposed location of the southernmost overhead sign. To mitigate impacts associated with transportation projects within the MSHCP area, the Riverside County Transportation Commission is contributing to MSHCP implementation and reserve



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assembly, as described in Section 13.2 (A through I) of the MSHCP Implementation Agreement. Therefore, impacts on RSS associated with this proposed project are considered fully mitigated under the MSHCP.

To minimize any project-related effects, the following measures shall be implemented:

- BIO-1** Within 3 days prior to any to any construction during the nesting bird season (February 1 – September 30), a Qualified Biologist shall perform a preconstruction survey to ensure no active nests would be disturbed. Should nesting birds be found, an exclusionary buffer would be established by the Qualified Biologist around each nest site. Buffer size will be determined by bird species. The buffer would be clearly marked in the field by construction personnel under the guidance of the contractor's Qualified Biologist, and construction or clearing would not be conducted within this zone until the Qualified Biologist determines that the young have fledged or the nest is no longer active.
- BIO-2** Prior to the start of construction, environmentally sensitive area (ESA) temporary fencing shall be installed around the Riversidian sage scrub located adjacent to the drainage channel where the proposed guardrail is to be installed and around the Riversidian sage scrub adjacent to the southernmost overhead sign along the Weirick Road off-ramp.
- BIO-3** To minimize the spread of invasive plant species, all construction vehicles shall be cleaned prior to working in project area.
- BIO-4** Appropriate stormwater best management practices shall be used to minimize the potential for construction-related pollutants affecting water quality.
- BIO-5** Within the March to May blooming season prior to construction, a preconstruction survey must be conducted by a Qualified Biologist for Brand's star phacelia within the project footprint. Any identified Brand's star phacelia must be flagged for visual identification to construction personnel for work avoidance. Brand's star phacelia detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.
- BIO-6** To minimize impacts on night roosting bats, no staging or storage of equipment or vehicles shall occur under bridges having potential for bats, including Cajalco Road Bridge and Bedford Wash Bridge.
- BIO-7** Nighttime construction lighting shall be directed away from bridges and palm trees having potential for bats and areas of natural vegetation adjacent the western side of southbound I-15, including Cajalco Road Bridge, Bedford Wash Bridge, and the palm grove between these two bridges.
- BIO-8** Preconstruction bat emergence surveys shall be completed 14 days prior to construction by a Qualified Biologist, in coordination with the Caltrans Biologists, within the project area at the Bedford Wash Bridge, Cajalco Bridge, and adjacent palm grove. If bats are detected, the Qualified Biologist shall coordinate with the Caltrans Biologist to determine if additional avoidance and minimization measures are needed.

Noise and Vibration

A Noise Study Report (NSR) was prepared by Parsons (January 2022) to determine future traffic noise impacts of the I-15 Interim Corridor Operations Project at frequent human use areas within the study area. Noise abatement was considered where traffic noise impacts are predicted at areas of frequent human use that would benefit from a lowered noise level. Due to the constrained configuration and setting of the project, abatement in the form of soundwalls was the only type of abatement measure analyzed. Noise barrier analysis was conducted by considering soundwalls both within the State right-of-way and outside the State right-of-way. Soundwalls are considered feasible when they provide at least 5 decibels (dB) of noise reduction. The Noise Reduction Design Goal, which is one measure in determining whether a soundwall is



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reasonable, is achieved when a barrier is predicted to provide a noise reduction of at least 7 dB at one or more benefited receptors.

A soundwall is considered to be reasonable from a cost perspective if the estimated construction cost of the soundwall is less than or equal to the total reasonableness allowance. The total reasonableness allowance is \$107,000 per benefited receptor. Wall construction cost estimates include the use of masonry walls in accordance with Caltrans' Standard Plans and Specifications and are based on the Caltrans Cost Online Database (2021), which tabulates average unit prices of construction-related items from recent state transportation projects. Cost calculations for proposed soundwalls include all items appropriate and necessary for the construction of the abatement measure such as the masonry blocks, earthwork, and piling. When applicable, additional costs for existing landscape removal and replacement and existing private property fencing and wall removal are calculated for the construction of private property. In addition, the final cost estimates include mobilization, stormwater management construction items, and right-of-way acquisition costs.

Seven (7) soundwalls with heights ranging from 6 to 16 feet which were determined to provide feasible noise reduction were further evaluated in the Noise Abatement Decision Report (NADR) prepared by Parsons (February 2022) to determine if they are considered to be reasonable from a cost perspective.

While none of the soundwalls were found to meet the reasonableness criteria from a cost perspective, Soundwall 1899 which would be 100 feet long and located on private property in place of an existing fence at a single-family residence, would become reasonable should the property owner donate the permanent easements partially or fully. In accordance with the Caltrans Traffic Noise Protocol (April 2020) Section 3.3.4.1, the project team will contact those property owners to determine if they are willing to donate partially or fully their permanent easements and temporary construction easement by signing a waiver of just compensation.

The I-15 ICOP project is currently planned to be operational for a period of 3 years, at which time the I-15 COP would be implemented and operational. The I-15 COP is expected to reconfigure lane locations that are being implemented with the I-15 ICOP. Currently, the I-15 COP is in project development, which includes development of a NSR and NADR. Due to the short duration of the I-15 ICOP being operational and that a follow-on project would be completed in 3 years, all noise abatement considered for the I-15 ICOP would be reevaluated in the I-15 COP and sound walls that are deemed feasible and reasonable based on the I-15 COP NSR and NADR would be implemented as part of the I-15 COP construction.

To minimize any project-related effects, the following measures shall be implemented:

- NOI-1:** Construction will be conducted in accordance with Section 14-8.02, "Noise Control," of the 2018 Standard Special Provisions (SSP). In addition, any local noise ordinances which are more restrictive than the requirements stated in SSP-14-8.02 shall be followed during construction.
- NOI-2:** All equipment shall have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine should be operated on the job site without an appropriate muffler.
- NOI-3:** Construction methods or equipment that will provide the lowest level of noise impact (e.g., avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) should be used.
- NOI-4:** Idling equipment shall be turned off.
- NOI-5:** Truck loading, unloading, and hauling operations shall be restricted so that noise and vibration are kept to a minimum through residential neighborhoods to the greatest possible extent.



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- NOI-6:** Temporary noise barriers shall be used and relocated, as needed, to protect sensitive receivers against excessive noise from construction activities involving large equipment and by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques.
- NOI-7:** Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturer recommended noise abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding).
- NOI-8:** Construction activities shall be minimized in residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours; however, nighttime construction may be desirable (e.g., in commercial areas where businesses may be disrupted during daytime hours) or necessary to avoid major traffic disruption. Coordination with each city shall occur before construction can be performed in noise sensitive areas.
- NOI-9:** Construction lay-down or staging areas shall be selected in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 100 feet from any noise-sensitive land use (e.g., residences).

Attachments

1. Environmental Commitment Record



ATTACHMENT 1 – ENVIRONMENTAL COMMITMENT RECORD

Interstate 15 Interim Corridor Operations Project Environmental Permits				
Permit Type	Agency	Date Received	Expiration	Notes
1602	California Department of Fish and Wildlife			Not Applicable
401	Santa Ana Regional Water Quality Control Board			Not Applicable
404	United States Army Corps of Engineers			Not Applicable

Date of ECR: February 2022
Date:

ENVIRONMENTAL COMMITMENTS RECORD

Interstate 15 Interim Corridor Operations Project

08-RIV-015
PM 36.75/35.91

Project Phase:
 PA/ED (DED/FED)
 PS&E Submittal _____ %
 Construction

EA 08-1M750
 PN 0822000037
 Generalist: Natasha Walton
 ECL: TBD
 Resident Engineer: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page Number	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<u>CULTURAL RESOURCES</u>										
CUL-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.	2	Caltrans District 8 I-15 ICOP Section 106 Compliance Screened Undertaking Memorandum (November 22, 2021)	Contractor	Construction	SSP 14-2.03A					
CUL-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909)260-5178 and Gary Jones, DNAC: (909)261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.	2	Caltrans District 8 I-15 ICOP Section 106 Compliance Screened Undertaking Memorandum (November 22, 2021)	Contractor	Construction	SSP 14-2.03A					
<u>NOISE AND VIBRATION</u>										
NOI-1: Construction will be conducted in accordance with Section 14-8.02, "Noise Control," of the 2018 Standard Special Provisions (SSP). In addition, any local noise ordinances which are more restrictive than the requirements stated in SSP-14-8.02 shall be followed during construction.	48	I-15 ICOP Noise Study Report (January 20, 2022)	Contractor	Construction	SSP 14-8.02					

NOI-2: All equipment shall have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine should be operated on the job site without an appropriate muffler	46	I-15 ICOP Noise Study Report (January 20, 2022)	Contractor	Construction						
NOI-3: Construction methods or equipment that will provide the lowest level of noise impact (e.g., avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) should be used.	46	I-15 ICOP Noise Study Report (January 20, 2022)	Contractor	Construction						
NOI-4: Idling equipment shall be turned off.	46	I-15 ICOP Noise Study Report (January 20, 2022)	Contractor	Construction						
NOI-5: Truck loading, unloading, and hauling operations shall be restricted so that noise and vibration are kept to a minimum through residential neighborhoods to the greatest possible extent.	46	I-15 ICOP Noise Study Report (January 20, 2022)	Contractor	Construction						
NOI-6: Temporary noise barriers shall be used and relocated, as needed, to protect sensitive receivers against excessive noise from construction activities involving large equipment and by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques.	47	I-15 ICOP Noise Study Report (January 20, 2022)	Contractor	Construction						
NOI-7: Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturer recommended noise abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding).	47	I-15 ICOP Noise Study Report (January 20, 2022)	Contractor	Construction						
NOI-8: Construction activities shall be minimized in residential areas during	47	I-15 ICOP Noise Study Report	Contractor	Construction						

evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours; however, nighttime construction may be desirable (e.g., in commercial areas where businesses may be disrupted during daytime hours) or necessary to avoid major traffic disruption. Coordination with each city shall occur before construction can be performed in noise sensitive areas.		(January 20, 2022)								
NOI-9: Construction lay-down or staging areas shall be selected in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 100 feet from any noise-sensitive land use (e.g., residences).	47	I-15 ICOP Noise Study Report (January 20, 2022)	Contractor	Construction						
HAZARDOUS WASTE / MATERIALS										
HAZ-1: Soil handling and reuse shall comply with the ADL Agreement between Caltrans and DTSC, which allows Type X soils to be safely reused within the project limits, subject to the requirements of the ADL Agreement. In accordance with the ADL Agreement, a Lead Compliance Plan (LCP) shall be prepared prior to construction to protect workers from exposure to lead associated with ADL and LBP in traffic stripe and pavement makings. The LCP shall specify procedures for the handling, management, sampling, and disposal of materials containing lead.	4	I-15 ICOP Hazardous Materials Evaluation Memorandum (January 12, 2022)	Contractor	Construction	N/A					
HAZ-2: The contractor shall handle wooden posts as treated wood waste (TWW) and manage TWW in compliance with Chapter 34, Title 22 California Code of Regulations Sections 67386.1 through 67386.12, "Alternative Management Standards for Treated Wood Waste," and in accordance with Caltrans Standard Specifications, Section 14-11.14 Treated Wood Waste. All TWW shall be disposed at a landfill permitted to accept TWW.	5	I-15 ICOP Hazardous Materials Evaluation Memorandum (January 12, 2022)	Contractor	Construction	SSP 14-11.14					
HAZ-3: The contractor shall comply with existing regulations to ensure that sampling, analysis, removal, and disposal of any traffic striping and pavement materials is completed in accordance with Construction Program	5	I-15 ICOP Hazardous Materials Evaluation Memorandum	Contractor	Construction	SSP 14-11.12					

<p>Procedure Bulletin 99 2, and Caltrans Standard Specifications, Section 14-11.12. Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue and Section 36-4 Residue Containing Lead from Paint and Thermoplastic (2018), including the requirements in Caltrans Construction Manual, Chapter 7-107E Removing Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue (2019).</p>		<p>(January 12, 2022)</p>								
<p>HAZ-4: The contractor shall handle, store, and dispose of all hazardous wastes generated during construction in accordance with Caltrans Standard Specifications, Section 7-107A of the Construction Manual.</p>	<p>5</p>	<p>I-15 ICOP Hazardous Materials Evaluation Memorandum (January 12, 2022)</p>	<p>Contractor</p>	<p>Construction</p>	<p>SSP 7-107A</p>					
<p>HAZ-5: Project specifications should incorporate the removal of asbestos containing material (ACM) in accordance with the guidelines set forth by the U.S. Environmental Protection Agency (EPA), California Division of Occupational Safety and Health (Cal/OSHA), South Coast Air Quality Management District (SCAQMD), and other regulatory agencies. If removal of ACM is required in connection with demolition, such work should only be performed by personnel who are appropriately trained, experienced, and registered. Intentional disturbance of ACM should be performed in a manner such that emissions are controlled. Control measures should include, but not be limited to, wet methods, encapsulation, removal with HEPA-filter equipped vacuums, and appropriately labeled polyethylene bags. CAL/OSHA must be notified a minimum of 24 hours prior to the start of any asbestos-abatement project. The local National Emission Standards for Hazardous Air Pollutants (NESHAP) regulatory agency (SCAQMD) must be notified 10 working days prior to the start of any demolition or asbestos abatement projects which exceed 100 square feet or 120 linear feet of asbestos-containing material, in accordance with SCAQMD Rule 1403. Air monitoring relating to such work should be performed by or under the direct supervision of a</p>	<p>5</p>	<p>I-15 ICOP Hazardous Materials Evaluation Memorandum (January 12, 2022)</p>	<p>Contractor</p>	<p>Construction</p>						

California State Certified Asbestos Consultant before, during, and after the abatement work, as required by EPA and other regulations.										
BIOLOGICAL RESOURCES										
BIO-1: Within 3 days prior to any construction during the nesting bird season (February 1 – September 30), a qualified biologist shall perform a preconstruction survey to ensure no active nests would be disturbed. Should nesting birds be found, an exclusionary buffer would be established by the Qualified Biologist around each nest site. Buffer size will be determined by bird species. The buffer would be clearly marked in the field by construction personnel under the guidance of the contractor's Qualified Biologist, and construction or clearing would not be conducted within this zone until the Qualified Biologist determines that the young have fledged or the nest is no longer active.	12	I-15 ICOP Biological Resources Evaluation Memorandum (February 4, 2022)	Contractor	Construction	SSP 14-6.03B					
BIO-2: Prior to the start of construction, environmentally sensitive area (ESA) temporary fencing shall be installed around the Riversidian sage scrub located adjacent to the drainage channel where the proposed guardrail is to be installed and around the Riversidian sage scrub adjacent to the southernmost overhead sign along the Weirick Road off-ramp.	12	I-15 ICOP Biological Resources Evaluation Memorandum (February 4, 2022)	Contractor	Construction	SSP 14-1.02					
BIO-3: To minimize the spread of invasives, all construction vehicles shall be cleaned prior to working in project area.	13	I-15 ICOP Biological Resources Evaluation Memorandum (February 4, 2022)	Contractor	Construction	SSP 16-06.05					
BIO-4: Appropriate stormwater best management practices shall be used to minimize the potential for construction-related pollutants affecting water.	13	I-15 ICOP Biological Resources Evaluation Memorandum (February 4, 2022)	Contractor	Construction						
BIO-5: Within the March to May blooming season prior to construction, a preconstruction survey must be conducted by a qualified biologist for Brand's star phacelia within the project	13	I-15 ICOP Biological Resources Evaluation	Contractor	Construction	SSP 14-6.03B					

footprint. Brand's star phacelia must be flagged for visual identification to construction personnel for work avoidance. Brand's star phacelia detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.		Memorandum (February 4, 2022)								
BIO-6 To minimize impacts on night roosting bats, no staging or storage of equipment or vehicles shall occur under or on top of bridges having potential for bats.	13	I-15 ICOP Biological Resources Evaluation Memorandum (February 4, 2022)	Contractor	Construction						
BIO-7 Nighttime construction lighting shall be directed away from bridges and palm trees having potential for bats and areas of natural vegetation adjacent the western side of southbound I-15, including Cajalco Road Bridge, Bedford Wash Bridge, and the palm grove between these two bridges.	13	I-15 ICOP Biological Resources Evaluation Memorandum (February 4, 2022)	Contractor	Construction						
BIO-8 Preconstruction bat emergence surveys shall be completed 14 days prior to construction by a Qualified Biologist, in coordination with the Caltrans Biologists, within the project area at the Bedford Wash Bridge, Cajalco Bridge, and adjacent palm grove. If bats are detected, the Qualified Biologist shall coordinate with the Caltrans Biologist to determine if additional avoidance and minimization measures are needed.	13	I-15 ICOP Biological Resources Evaluation Memorandum (February 4, 2022)	Contractor	Construction						