CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): I-15 Smart Freeway Pilot Project

DIST-CO-RTE: 08-RIV-15, 08-RIV-215

PM/PM: I-15 PM 0.0 to 9.9, I-215 PM 9.0 to 9.8

EA: 1L900 **Federal-Aid Project Number:** 0821000012

Project Description

The Pilot Project is a proposed freeway management solution to address recurrent congestion along the northbound side of the Interstate 15 (I-15) freeway in the cities of Murrieta and Temecula, and unincorporated areas of Riverside County. The proposed Pilot Project is a two-year pilot program that would install, operate, and maintain precise Intelligent Transportation Systems (ITS) within existing operational right-of-way to control freeway operations and optimize traffic flows (see project continuation sheets for more information).

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 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	Gita Tokhmafshan	11/15/2022
Print Name	Signature	Date

Project Manager

Emad Makar	Emad Saad	11/15/2022
Print Name	Signature	Date

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, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(22)**
- ☐ **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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Gita Tokhmafshan	Gita Tokhmafshan	11/15/2022
Print Name	Signature	Date

Project Manager/ DLA Engineer

Emad Makar	Emad Saad	11/15/2022
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 11/9/2022
Date of Environmental Commitment Record or equivalent: 10/18/2022

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).

Continuation sheet:

Project Description

The Project is a proposed freeway management solution to address recurrent chronic congestion along the northbound side of the I-15 freeway in the cities of Murrieta and Temecula, and unincorporated areas of Riverside County. The proposed Project is a two-year pilot program that would use an Advanced Traffic Management System (ATMS) to track traffic on the roadways while adjusting ramp metering. The ATMS would also provide real-time traffic information to motorists. The ATMS provides a new approach to control freeway operations and optimize traffic flows and is proposed to be implemented along an eight-mile section of northbound I-15, from the San Diego County line (post mile [PM] 0.0) to PM 9.9 on the I-215 and PM 9.8 on the I-15. This nine-mile section of I-15 regularly experiences traffic flow breakdown during the afternoon and evening peak periods. The primary bottleneck is in the vicinity of the Winchester Road Interchange where traffic flow breaks down due to high demand entering the freeway and a short merge area. For the two-year demonstration period, the proposed Project will install, operate, and maintain precise Intelligent Transportation System (ITS) systems to collect real-time traffic data and operate active traffic management devices to optimize traffic flows, reduce accidents, reduce congestion, maximize the use of existing freeway capacity, and react to incidents that cause delay.

The ATMS relies on advanced ITS technology to monitor traffic flows and control freeway access on a continuous basis. These ITS installations would include additional vehicle detection devices to enhance data accuracy and coverage, as well as variable speed limit signs to address excessive speeds on the downhill grade from the San Diego County line to Temecula Parkway. The ATMS also utilizes Coordinated Advanced Ramp Metering (CARM) and other harmonious demand management tools to ensure traffic on the freeway achieves optimum flow without breaking down into a congested state. The installation of a CARM system along the I-15 corridor and associated ramp modifications will impact three northbound interchanges in the project area: Temecula Parkway Interchange (PM 3.44), Rancho California Road Interchange (PM 4.98), and Winchester Road Interchange (PM 6.62).

Implementation of the ATMS involves two types of improvements - civil and ITS. The proposed civil improvements include widening and realigning on-ramps at the three northbound interchanges identified above. All improvements will be within the existing operational right-of-way. The anticipated one year-long construction would begin in winter of 2022 and end in late 2023. Temporary ramp meters would be installed at Winchester Road until the French Valley Parkway Phase II construction is completed, including permanent ramp meters on the Winchester Road/French Valley Parkway collector-distributor road connectors to I-5 northbound and I-215 northbound, respectively. The direct northbound on-ramps to I-15 at Winchester Road and Rancho California Road will be widened and the loop on-ramps will be restriped to create one continuous lane. These two locations will have all vehicles enter the mainline at one controlled location to reduce friction on the mainline due to multiple access points within close proximity to each other. The direct northbound on-ramp at Temecula Parkway would be restriped and the existing metering would be upgraded to meet the CARM

requirements. No widening will take place on the I-15 mainline itself; thereby maintaining existing vehicle miles traveled and compliance with California Senate Bill 743.

The ITS installations include The Infra-Red Traffic Logger (TIRTL) vehicle detectors, new ramp meter installations at Winchester Road and Rancho California Road, and modification of the Temecula Parkway ramp meter, as well as the installation of closed-circuit television cameras and variable speed limit signs. TIRTLs are point detection devices that utilize infrared light beams to determine traffic volume and vehicle speed, classification, axle count, axle configuration, length, lane position, headway, and gap. The civil improvements are considered permanent and will remain after the pilot project is concluded; however, Caltrans can return the metering to its current operating scheme at the end of the pilot project, if desired.

RCTC has secured federal Congestion Mitigation and Air Quality (CMAQ) funding for the Project and based on RCTC's initial cost estimates the project is fully funded.

Topics Considered but Determined not to be Relevant

As part of the scoping and environmental analysis carried out for the Project, the following environmental issues were considered, but no impacts were identified. As a result, a technical memorandum or study was not produced, and there is no further discussion about these issues in this document.

- Land Use and Planning
- Coastal Zone
- Wild and Scenic Rivers
- Parks and Recreational Facilities
- Farmlands/Timberlands
- Growth
- Community Impacts
- Hydrology and Floodplains
- Geology and Soils
- Energy
- Wildfire

In addition, when considering cumulative impacts along I-15, no significant adverse effects to the environment are foreseen with the implementation of the avoidance and minimization measures found in the ECR.

Environmental Analysis

The following section provides further analysis of the potential environmental impacts as it relates to the Project. Additionally, a list of approved technical memorandums and studies are provided below:

- Air Quality Technical Memo: Approved 4/19/2022
- Biological Resources Technical Memo: Approved 12/22/2021

- Cultural Resources Technical Memo: Approved 4/18/2022
- Section 106 Compliance – Screened Undertaking Memo: Approved 4/18/2022
- Noise Technical Memo: Approved 12/6/2021
- Visual Resources Technical Memo: Approved 1/7/2022
- Visual Impact Assessment Questionnaire: Approved 1/7/2022
- ISA Site Investigation Memo: Concurred 7/25/2022
- Initial Site Assessment: Concurred 7/25/2022
- Aerially Deposited Lead Report: Approved 10/17/2022

Air Quality:

On behalf of RCTC, WSP completed Caltrans Air Quality Conformity Findings Checklist to summarize and document the conformity analysis and determination. WSP found the Project to be *exempt from conformity* per 40 CFR 93.126 under Table 2 as "Traffic control devices and operating assistance other than signalization projects." As such, transportation conformity does not apply to the project, and no additional interagency consultation is required. Additional justification was provided in the Air Quality Technical Memo prepared in support of the project to further demonstrate that the project is not expected to have an adverse impact on air quality. Caltrans agreed with these findings on April 19, 2022. No avoidance, minimization, and/or mitigation measures are required.

Biological Resources:

Threatened and endangered species within 0.25 mile of the project study area include, Swainson's hawk, Gnatcatcher, Western yellow-billed cuckoo, and Least bell's vireo. Historical bat presence is presumed extant with an 'unknown' occurrence ranking. The project crosses four waterways; however, the Project is not expected to require work within or near these features. In addition, no vegetation removal is expected. The Project is a covered activity under the WRC-MHSCP as 'signage' and 'traffic control devices.' On December 22, 2021, Caltrans agreed with the findings in the Biological Resources Technical Memo and identified avoidance and minimization measures to address indirect Project-related impacts to nesting birds and/or roosting bats (see ECR for more detail).

Cultural Resources:

The Cultural Resources Technical memo determined all project components fall under a Screened Undertaking Classification and that there are No Historic Properties Affected. On April 18, 2022, Caltrans concurred with the findings in the Cultural Resources Technical Memo and provided a Section 106 Compliance Screened Undertaking Memorandum. Two measures were identified in the Screened Undertaking Memorandum and apply to this Project (see ECR for more detail).

Noise:

The Project is a Type III project as defined by the Traffic Noise Analysis Protocol (April 2020), under 23 CFR 772.27 and noted in the Noise Technical Memo; therefore, no noise analysis or abatement evaluation is necessary. On December 06, 2021, Caltrans concurred with the finding in the Noise Technical Memo. In addition, Caltrans requested

that Standard Specification 14-8.02 be implemented to minimize construction generated noise (see ECR for more detail).

Visual:

A draft Visual Impact Assessment (VIA) Questionnaire was completed for the Project which resulted in a project score of 8, “no noticeable visual changes to the environment.” On January 3, 2022, Caltrans concurred with the results of the VIA Questionnaire and summary of potential project impacts as described in the Visual Resources Technical Memo. No avoidance, minimization, and/or mitigation measures are required.

Hazardous Waste and Materials:

A Hazardous Materials, Waste and Contamination Memo was initially submitted to Caltrans in December 2021. Following subsequent reviews and revisions a revised memo was submitted to Caltrans in February 2022. Following that submission an Initial Site Assessment (ISA) and an Aerially Deposited Lead (ADL) Study were conducted.

Initial Site Assessment

In April 2022 an Initial Site Assessment (ISA) was submitted to Caltrans for review and concurrence. The ISA used aerial photographs, fire insurance maps, topographic maps, local government records, and regulatory agency records to evaluate the historic use of the project area. An Environmental Data Resources (EDR) report was also obtained to identify facilities included in government databases that are known to be contaminated or that use contaminating substances.

The EDR report identified a total of 510 facility listings in various government databases within the search distance of the Project area. After evaluating and consolidating duplicative listings, the number of facilities was reduced to 213. The facilities were assigned a risk rating based on the site’s potential to impact the Project area. High or Medium risk sites are considered RECs. Zero facilities were deemed to pose a High risk, 47 facilities were assigned a Medium risk, and the remaining 166 facilities were assigned a Low risk.

In addition, there were several general potential environmental concerns, including naturally occurring asbestos, aerially deposited lead, yellow thermoplastic pavement marking, polychlorinated biphenyls, and pesticides from agricultural activities.

The ISA noted that to better evaluate potential impacts from the RECs, and address the potential general environmental concerns, a soil sample investigation program may be conducted. After a series of meetings and discussions with Caltrans specialists to address the risks associated with the identified REC sites, a memo was drafted to document the conversations and decisions made. Caltrans concurred with the memo on July 25, 2022, which includes measures HAZ-1 to HAZ-5 (see ECR for more detail).

Aerially Deposited Lead Study

Caltrans requested an ADL Study for areas within the project footprint where there is both no previously recorded ADL data and where trenching is proposed. An ADL workplan was approved by Caltrans on March 28, 2022. To complete the ADL soil sampling, a Categorical Exclusion/Categorical Exemption (CE/CE) and Caltrans Encroachment Permit was submitted for Caltrans review and approval. The CE/CE was approved on May 5, 2022, and the Encroachment Permit was approved on May 12, 2022.

There were 24 proposed soil sample locations within the project area that met the parameters mentioned above and therefore, required supplemental ADL data. Ten borings were completed on May 25, 2022, and the final 14 borings were completed on June 3, 2022. The proposed location for boring SF-3 was in the center median of northbound I-15 and, due to safety concerns discussed with Caltrans Environmental Engineering unit, combined with the similarity between SF-3 and SF-2; samples were not collected from the SF-3 boring location.

The borings were advanced using a hand auger to a total depth of three feet below ground surface (bgs), with additional soil samples collected at the surface, one foot bgs, and two feet bgs at each location, except for borings SF-1 and SF-21. Samples were only collected at the surface and one foot bgs for borings SF-1 and SF-21 due to auger refusal on large granodiorite cobbles at SF-1 and loose flowing sand at SF-21. Therefore, a total of 91 soil samples were collected.

A majority of the analytical results for lead concentrations reported in the soil samples ranged from 0.76 mg/kg (SF-8-3) to 49 mg/kg (SF-13-0). Four samples contained slightly higher concentrations of lead of 53 mg/kg (SF-6-1), 93 mg/kg (SF-10-1), 57 mg/kg (SF-16-0), and 94 mg/kg (SF-17-0). Based on detections of lead exceeding 50 mg/kg, these four samples were further analyzed for soluble lead in accordance with the California WET extraction procedure and USEPA Method 6020. The analytical results for soluble lead concentrations in SF-6-1, SF-16-0, and SF-17-0 were 1.2 mg/L, 0.9 mg/L, and 0.17 J2 mg/L, respectively. However, the analytical result for soluble lead reported in SF-10-1 of 5.2 mg/L exceeded the soluble threshold limit concentration of 5.0 mg/L, as defined in the California Code of Regulations, Title 22, Section 66261.24(a)(2)(A).

In accordance with the California Department of Toxic Substance Control (DTSC)/Caltrans Agreement, sample SF-10-1 was required to be further analyzed for soluble lead by using a distilled water extraction (DI-WET) followed by analyses of the extract by USEPA Method 6020. The subsequent results of the DI-WET analysis reported a lead concentration of 0.068 mg/L, falling below the 1.5 mg/L criteria established in the DTSC/Caltrans Agreement.

The planned activities in the vicinity of location SF-10-1 will include removal and replacement of existing pavement and installation of subgrade lines using jack-and-

bore methods. The placement of asphalt over ADL contaminated soil will meet the requirements discussed above and as specified in the DTSC/Caltrans Agreement. Excess soil generated during jack-and-bore activities will require evaluation and management by the implementing contractor in accordance with their Lead Compliance Plan and Excavation and Transportation Plan (see ECR for more detail). In addition, the contaminated soil must meet the requirements of burial within the State right-of-way as detailed in Section 4.5.1 through 4.5.5 of the DTSC/Caltrans Agreement, and further detailed in the ECR.

Utilities/Emergency Services

Caltrans has an existing fiber optic network with unused strands that will be utilized for network communications between the deployed devices and controllers. Additionally, there may be a need to connect to existing Caltrans power sources within the Caltrans' right-of-way. To ensure there are no conflicts or disruptions to Caltrans' existing power sources or the fiber optic system, the resident engineer and hired Contractor will coordinate with Caltrans in final design through project completion, as necessary (see measure **U/ES-1** in the ECR).

The Project's construction duration is anticipated to take approximately one year. No long-term closures of the freeway mainline would be required; however, shoulder, lane, and ramp closures are anticipated. Construction-related delays may occur along the I-15 freeway and possibly on surrounding arterial streets. A Traffic Management Plan (TMP) (see measure **U/ES-2** in the ECR) will be prepared and implemented to address detours and traffic impacts that may affect emergency service providers and the public as a result of the project. The TMP will address elements such as signage, traffic controls, California Highway Patrol's Construction or Maintenance Zone Enhanced Enforcement Program (COZEEP) and a public awareness campaign. In addition, the hired Contractor and RCTC will coordinate with emergency response providers ahead of any facility closures to ensure access is maintained during construction. With implementation of measure **U/ES-2**, impacts on utilities and emergency services will be less than significant.

Water Quality and Stormwater Runoff

The project area is identified as an urban MS4 area per the San Diego Regional Water Quality Control Board. No known regulatory agencies seasonal construction and construction exclusion dates or restrictions required by federal, state, or local agencies exist. Additionally, a Section 401 certification is not required as the project will not impact sensitive biological resources or jurisdictional waters.

Conservative calculations were made for total disturbed soil area (DSA) which assume replacement of existing impervious surfaces with a new pavement section rather than maintaining the existing. The DSA was calculated to be 3.51 acres and includes new slopes and surfaces, and replacement o of existing roadway all within operational right-of-way. A Stormwater Pollution Prevention Plan (SWPPP) is required per the

Construction General Permit since the total DSA that would be generated during construction is more than 1 acre (see **WQ-1** in the ECR). Construction Site Best Management Practices (BMPs) will be used to reduce the pollutants in stormwater discharges through construction duration. These Construction Site BMPs provide both temporary erosion and sediment control, as well as control for potential pollutants other than sediment (see **WQ-2** in the ECR).

The proposed improvements would have minimal impact on the existing drainage features. The overall existing drainage patterns would be maintained and no change to the roadway drainage or existing system hydraulics are expected. The proposed water quality BMPs should improve the existing drainage conditions as well as provide water quality treatment.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Existing and future traffic volumes along northbound I-15 within the study limits were evaluated for the Project. AM peak hour, PM peak hour, and daily traffic volumes for the existing mainline and ramp volumes were derived from various sources. Caltrans PeMS data, Caltrans Traffic Census data, the Traffic Impact Analysis report prepared for the I-15/French Valley Parkway Improvements-Phase II study and the Corridor Evaluation Report (prepared by WSP, dated March 2020) were used to develop existing traffic volumes for the corridor.

Traffic forecasts for the future year (2045) conditions were developed using the latest version of the Riverside County Transportation Model (RIVCOM). The base year of the model is 2018 and the horizon year is 2045. AM peak period, PM peak period, and daily link volumes were extracted for 2018 and 2045 from RIVCOM. The raw model output volumes were post-processed using the National Cooperative Highway Research Program 765 methodology.

The Traffic Impact Analysis Report concluded that flow breakdowns occur along the project corridor as a result of a bottleneck forming in the merge area downstream of the Temecula Parkway on-ramp. This pattern is repeated at the other on-ramps in the corridor typically occurring earliest near the Winchester Road tangent on-ramp around 2:15 PM and subsequently occurring at respectively later times at the Rancho California Road and Temecula Parkway tangent on-ramps. The resultant congestion that forms at these bottleneck locations impacts upstream traffic as congestion shockwaves propagate upstream. Eventually the resulting traffic backups join and the backup often extends the full length of the study corridor. The sudden drop in speed at Temecula Parkway and the congestion through the corridor north to the I-215 split also correspond to the area of greater traffic incidents.

With implementation of the proposed Project improvements, the volume of traffic through the corridor will not increase; rather, it will result in higher speeds, shorter periods of delay and disruption, and fewer traffic incidents because of more uniform speeds and less start-stop traffic.

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. While human activities generate several types of Green House Gases (GHG) emissions, the most abundant is carbon dioxide; the largest source of GHG emissions in the U.S and California is from transportation. GHG emissions from transportation are generated from operation of the State Highway System (operational emissions) and construction. Reduction of operational emissions is anticipated to come from cleaner vehicle technologies, lower-carbon fuels, and a reduction in vehicle miles traveled (VMT).

Operational Impacts

The proposed Project will maximize the use of existing freeway capacity by optimizing traffic flows and reacting to incidents that cause delays. It is intended to reduce congestion, which cause vehicle idling resulting in increased GHG emissions, and accidents. The proposed Project will not increase freeway vehicle capacity and therefore, would not cause an increase in VMT and operational GHG emissions.

Construction Impacts

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels through construction and may be reduced through better traffic management and equipment handling.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, requiring contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all Air Resources Board 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. In addition, implementation of the TMP (**U/ES-2**) would reduce traffic delays and short-term increases in GHG emissions from disrupted traffic flows.

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions.

Date of ECR: October 18, 2022
Date: (MONTH DAY YEAR of approved ED and type Note: this will not be populated in PA/ED phase)

ENVIRONMENTAL COMMITMENTS RECORD
I-15 Smart Freeway Pilot Project

Project Phase:
☒ PA/ED (*DED/FED*)
☒ PS&E Submittal_____ %
☐ Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	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	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
BIO-AVIAN-1: Artificial lighting must be directed at the work site to minimize light spillover outside of the construction footprint if project activities occur at night.	N/A	District email, December 2022	District Environmental Biological Studies / District Environmental Stewardship and Monitoring / Design / Resident Engineer / Contractor / Authorized Biologist	Pre-Construction					X
BIO-GENERAL-2: Preconstruction individual roosting bat surveys must be conducted by a qualified bat biologist immediately prior to	N/A	District email, December 2022	District Environmental Biological Studies / District	Pre-Construction					X

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							Date / Initials	YES	NO
project activities within trees near the project area. If individual roosting bats are located, the Resident Engineer and Caltrans biologist must be contacted and avoidance and minimization measures, including the establishment of buffers around the identified roosts, and/or agency coordination may be required.			Environmental Stewardship and Monitoring / Design / Resident Engineer / Contractor / Authorized Biologist						
BIO-GENERAL-4: If project-related activities cannot avoid the nesting season, generally regarded as Feb 1 – Sept 30, then pre-construction nesting bird surveys must be conducted 3 days prior to	N/A	District email, December 2022	District Environmental Biological Studies / District Environmental Stewardship	Construction	SSP or NSSP				X

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							Date / Initials	YES	NO
construction by a Contractor-supplied biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer (100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) must be established and monitored by the Contractor-supplied biologist.			and Monitoring / Design / Resident Engineer / Contractor / Authorized Biologist						
HAZ-1: Once final placement of the TIRTL devices has been determined, the contractor, in consultation with RCTC and Caltrans, will review locations requiring excavation to install the TIRTL devices and	Page 4	ISA Memo, July 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design					X

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							Date / Initials	YES	NO
associated electrical that are in proximity to RECS that are located inside and within 100 feet of Caltrans right of way (Locations of Interest) to determine the need for soil sampling. No additional site investigations will be conducted outside of the Caltrans right-of-way, including within adjacent private properties noted as being medium risk sites.									
HAZ-2: Excavation locations within proximity to RECs that are located inside and within 100 feet of Caltrans right of way (Locations of Interest)	Page 4	ISA Memo, July 2022	District Design / District Environmental Planning / Resident	Final Design					X

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							Date / Initials	YES	NO
that are determined to require soil sampling will be provided to Caltrans for their review and concurrence, and upon concurrence from Caltrans will be included in the bid documents to notify potential contractors of locations requiring soil sampling.			Engineer / Contractor						
HAZ-3: If contaminated soil is to be removed from the project site to accommodate construction, the contractor will be required to properly manage, handle, and dispose of contaminated soil in accordance with all local, state, and federal regulations.	Page 4	ISA Memo, July 2022	District Environmental Planning / Resident Engineer / Contractor	Construction					X

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							Date / Initials	**YES**	**NO**
HAZ-4: The construction contractor will follow all Caltrans Standard Specifications and Special Provisions to properly manage and dispose of yellow thermoplastic and yellow-painted traffic stripes and pavement markings should these materials require removal or disturbance as part of the proposed project improvements.	Page 4	ISA Memo, July 2022	District Environmental Planning / Resident Engineer / Contractor	Construction					X
HAZ-5: The construction contractor will follow any local, state, and federal regulations should any potential PCB-containing equipment require moving or	Page 4	ISA Memo, July 2022	District Environmental Planning / Resident Engineer / Contractor	Construction					X

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							Date / Initials	YES	NO
disturbance as part of the proposed project improvements.									
HAZ-6: ADL contaminated soil represented by Smart Freeway Project Sample 10-1 (SF-10-1) must meet the requirements of burial within the State right-of-way as detailed in Section 4.5.1 through 4.5.5 of the DTSC/Caltrans Agreement as follows: • ADL-contaminated soil shall be buried at least five (5) feet above maximum historical water table elevation	Page 10	ADL Report, October 2022	District Environmental Planning / Resident Engineer / Contractor	Construction					X

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							Date / Initials	YES	NO
• ADL contaminated soil shall not be buried in locations that may require maintenance activities resulting in soil disturbance. ADL-contaminated soil shall not be buried within ten (10) feet of inlets and outlets of drainage unit/systems, such as culverts, in areas to be used for earthen-based stormwater structural treatment facilities, or Ecologically Sensitive Habitat Areas (ESHA) as defined by the California Coastal Commission, unless it is demonstrated that doing so will not									

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							Date / Initials	YES	NO
create unacceptable impacts to water quality. • Table 1 found in section 4.5.3 of the DTSC/Caltrans Agreement identifies the minimum cover requirement as one foot of clean soil or a pavement structure for ADL-contaminated soil with extractable lead concentrations greater than 5 mg/L CA-WET and equal to or below 1.5 mg/L DI-WET. Minimum cover requirements also indicate that ADL contaminated soil having a pH less than or equal to 5.0 may not be used.									

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However, the analytical results for pH met criteria with results ranging from 6.28 to 8.02. • ADL contaminated soil shall be buried and covered in a manner that shall prevent accidental breach of the covering soil or pavement. ADL contaminated soil shall only be placed in locations that are protected from possible erosion by storm water run-on or run-off.									
HAZ-7: The Caltrans-authorized Lead Compliance Plan, authorized Excavation and Transportation Plan, and	Page 12	ADL Report, October 2022	District Design / District Environmental Planning /	Within 10 days of					X

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the contact information for the project resident engineer shall be submitted to DTSC within 10 days of notification approval or staff identification, respectively.			Resident Engineer / Contractor	Construction					
HAZ-8: Within at least five days in advance of initiating construction, Caltrans shall provide a Start of Construction written notification to DTSC. The Start of Construction Notification shall comply with Section 4.11 of the DTSC/Caltrans Agreement.	Page 13	ADL Report, October 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Within five days of Construction					X
HAZ-9: Within 180 days of completion of construction, Caltrans shall provide DTSC	Page 13	ADL Report, October 2022	District Design / District Environmental	Within 180 days					X

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a Completion Report. The report shall include all required details as identified in Section 4.12 of the DTSC/Caltrans Agreement.			Planning / Resident Engineer / Contractor	after construction completion					
CUL-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.	Page 3	Screened Undertaking Memo, May 2022	District Environmental Engineering / Resident Engineer / Contractor	Construction					X
CUL-2: In the event 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	Page 3	Screened Undertaking Memo, May 2022	District Environmental Engineering / Resident Engineer / Contractor	Construction					X

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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.									

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NOI-1: Control and monitor noise resulting from work activities; do not exceed 86 dBA Lmax at 50 feet from the job from 9:00 p.m. to 6:00 a.m.	Page 1	Caltrans concurrence on Noise Memo	Resident Engineer / Contractor	Construction					X
U/ES-1: If connection to existing Caltrans power sources or fiber optic networks are necessary, the resident engineer will coordinate with Caltrans prior to and during construction.	Page 9	DEER	Resident Engineer / Contractor	PS&E					
U/ES-2: A Traffic Management Plan (TMP) will be developed prior to construction. The TMP will include plans and requirements for the project that must be implemented	Page 28	DEER	Resident Engineer / Contractor	PS&E and Construction					

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during construction to ensure emergency response times are not disrupted and all area residents are informed of potential delays and detours.									
WQ-1: Development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) is required per the Construction General Permit since the total Disturbed Soil Area to be generated during construction is greater than 1 acre.	Page 45	Storm Water Data Report	Resident Engineer and Construction Contractor	PS&E and Construction					
WQ-2: Implementation of temporary construction site BMPs include, soil stabilization, sediment control (i.e., fiber rolls, inlet protection, silt fence, street	Page 6	Storm Water Data Report	Resident Engineer and Construction Contractor	PS&E and Construction					

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sweeping), waste and material pollution control, and stormwater sampling.									
Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all 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.	Page 10	CE/CE	Contractor	During Construction	7-1.02A, 7-1.02C, 14-9.02				