

Appendix D:
Hazardous Waste Initial Site Assessment Report

**HAZARDOUS WASTE
INITIAL SITE ASSESSMENT**

FOR THE

**PSR#TD004 BAKER BOULEVARD OVER MOJAVE RIVER
BRIDGE REPLACEMENT PROJECT
County of San Bernardino, California
District 8 - SBD**

Federal Project Number: STPL-5954(193)

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Summary

This report presents the results of a Phase I Initial Site Assessment (ISA) for the area associated with the Baker Boulevard Bridge over Mojave River Bridge Replacement Project (Project); this report will reference the properties associated with this Project as Subject Properties. This ISA was prepared in accordance with the standard practice set forth in American Society of Testing and Materials (ASTM) Designation E 1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The purpose of this ISA is to identify Recognized Environmental Conditions (RECs) associated with the Subject Properties. RECs are defined in ASTM Designation E 1527-21 as “the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.”

The San Bernardino County Department of Public Works (County), in cooperation with the California Department of Transportation (Caltrans), proposes to replace the existing two-lane timber bridge on Baker Boulevard with a new four lane structure. The Project is located along Baker Boulevard within Baker, a census-designated place in San Bernardino County, California (**Figure 1. Project Location; Figure 2. Project Vicinity**). The Project will be utilizing local funds and federal funds from the Federal Highways Administration (FHWA), administered through Caltrans. As such, the Project requires compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The lead agency for NEPA compliance is Caltrans and the lead agency for CEQA compliance is the County.

The properties assessed for this ISA (Subject Properties) include existing County right of way (ROW), San Bernardino County Flood Control District (SBCFCD) ROW, and private parcels.

Based on the results of the ISA evaluation, **Table 1** below describes evidence of the potential for RECs or Activity and Use Limitations (AULs) on the Subject Properties.

Table 1 – Summary Table

| Location | Description of REC | Description of REC Evidence Found | Recommended Action | Risk Level |
|--|---|---|--|------------|
| Northeast corner of existing Baker Boulevard Bridge. | Pole-mounted electrical transformer at the northeast corner of the existing Baker Boulevard bridge. | Potential polychlorinated biphenyl (PCB) in the pole-mounted electrical transformer. As of the date of this ISA, the existence and/or levels of PCB's associated with the pole-mounted electrical transformer, had not been determined. | Comply with Caltrans Standard Specifications and Standard Special Provisions, as applicable. | Low |

| Location | Description of REC | Description of REC Evidence Found | Recommended Action | Risk Level |
|--|---|---|---|------------|
| Throughout the Project area, along Baker Boulevard. | <ul style="list-style-type: none"> Three wooden utility poles present at the northeast, southeast and southwest corners of the existing bridge over Baker Boulevard. The existing bridge is constructed from treated redwood and features timber railings and plywood sidewalk planking, which may also have undergone treatment. | The Project Area contains treated wood utility poles and bridge structural elements which could potentially be disturbed during construction. Any treated wood encountered would be required to be disposed of as a hazardous waste. | Comply with Caltrans Standard Specifications and Standard Special Provisions, as applicable. | Low |
| Existing Baker Boulevard Bridge. | Structural concrete within the existing Baker Boulevard bridge. | The structural elements of the bridge, including concrete, was potentially formed with asbestos containing material (ACMs), if it was constructed before 1989. As the existing bridge within the Project area predates 1989, any structural concrete to be disturbed by the Project would require testing for ACMs. | Phase II Site Assessment. Comply with Caltrans Standard Specifications and Standard Special Provisions, as applicable. | Low |
| Unpaved shoulders at the northeastern, northwestern and southwestern corners of the existing Bridge along Baker Boulevard. | Unpaved road shoulders along Baker Boulevard may contain aerially deposited lead (ADL). | Any work in the unpaved shoulders along Baker Boulevard may disturb soils with an accumulation of ADL. If present, ADL could pose a health hazard to construction workers and impact management options for soil removal and/or placement on the site. Prior to preparation of final plans and specifications, an assessment for ADL along Baker Boulevard may be required. | Phase II Site Assessment. Comply with Caltrans Standard Specifications and Standard Special Provisions, as applicable. | Low |

The scope of this ISA is limited to anecdotal and visual evidence of potential RECs and does not include verification of RECs based upon environmental testing. Based on the governmental records search, aerial photograph and topographic map review, and visual site survey, the following actions are recommended to verify the presence/extent of RECs and evaluate the potential for remediation during the Plans, Specifications, and Estimate (PS&E) phase of the

Project:

- Low Risk: Any leaking transformers observed during the course of the Project should be considered a potential PCB hazard. A detailed inspection of individual electrical transformers was not conducted for this ISA. However, should leaks from the electrical transformer that is located directly within the proposed roadway widening limits be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the CCR and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the CCR and any other appropriate regulatory agency.
- Low Risk: It is recommended that an ACM inspection/survey is conducted by a Certified Asbestos Consultant or by a Certified Site Surveillance Technician working under a Certified Asbestos Consultant as part of a limited Phase II Site Assessment. At least 10 working days prior to the commencement of abatement work, notification submissions shall be submitted to the National Emission Standards for Hazardous Air Pollutants (NESHAP). Abatement of ACM should be conducted by contractors certified to perform such work and in accordance with state and federal regulations. Waste management issues for ACM are regulated under CCR Title 22 and the NESHAP. Caltrans Standard Specifications regarding ACM will be included in the plan specifications and be implemented by the contractor, as applicable, to ensure ACM is properly managed and removed from the Project site.
- Low Risk: ADL is commonly associated with transportation construction due to emissions from vehicles powered by lead gasoline. A limited Phase II Site Assessment is recommended to test for the presence of ADL contamination within the limits of proposed construction. The Phase II Site Assessment should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the area extent and depths of planned construction activities adjacent to these sites. Criteria for construction safety practices when handling lead can be found in CCR, Title 8, Section 1532.1. If testing determines ADL to be present in unregulated and/or regulated earth materials within the planned construction area, then Caltrans Standard Specifications and Standard Special Provisions regarding ADL will be included in the Project specifications to be implemented by the contractor.
- Low Risk: Treated wood from the bridge may contain chemicals, e.g. creosote, which poses a risk to human health and the environment and must be handled in accordance with CCR, Title 22, Division 4.5 implemented by the Department of Toxic Substances Control (DTSC). Section 14-11.14 provides guidelines on handling, storing, transporting, and disposing of Treated Wood Waste (TWW). Caltrans follows the regulations adopted by DTSC regarding TWW, which may be handled as a regulated solid waste and disposed of in a State Water Resources Control Board certified solid waste landfill.
- For any previously unknown hazardous waste/ material encountered during construction,

I declare that to the best of my professional knowledge and belief, I meet the definition of an Environmental Professional as defined in 40 Code of Federal Regulations, Part 312.



Jacqueline Lockhart, P.E.

C 73256
Professional Registration

2/26/2025
Date

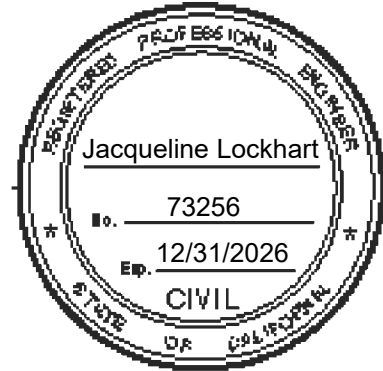


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ACRONYMS AND ABBREVIATIONS

| | |
|----------|--|
| °F | Fahrenheit |
| AAI | All Appropriate Inquiries |
| AASHTO | American Association of State Highway and Transportation Officials |
| ACM | Asbestos Containing Material |
| ADL | Aerially Deposited Lead |
| ADT | Average Daily Traffic |
| ASTM | American Society for Testing and Materials |
| AUL | Activity and Use Limitation |
| DTSC | California Department of Toxic Substances Control |
| Caltrans | California Department of Transportation |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| County | San Bernardino County Department of Public Works |
| EDR | Environmental Data Resources |
| FEMA | Federal Emergency Management Agency |
| FHWA | Federal Highways Administration |
| FIRM | Flood Insurance Rate Map |
| ISA | Initial Site Assessment |
| I-15 | Interstate 15 |
| LPH | Liquid Petroleum Hydrocarbons |
| LUST | Leaking Underground Storage Tank |
| NEPA | National Environmental Policy Act |
| NESHAP | National Emission Standards for Hazardous Air Pollutants |
| NOA | Naturally Occurring Asbestos |
| PCB | Polychlorinated Biphenyl |
| Project | baker Boulevard Bridge Replacement Project |
| PS&E | Plans, Specifications, and Estimate |
| REC | Recognized Environmental Condition |
| ROW | Right of way |
| SBCFCD | San Bernardino County Flood Control District |
| SFHA | Special Flood Hazard Area |
| SR | State Route |
| TCE | Temporary Construction Easement |
| USGS | United States Geological Survey |
| UST | Underground Storage Tank |
| USTCF | Underground Storage Tank Cleanup Fund |

1 Introduction

1.1 Existing Conditions

The existing bridge was originally built in 1931 as a 93-foot (plus or minus) 5 span simple-supported stringer timber bridge crossing the Mojave River on Baker Boulevard (formerly State Route 31). It was repaired and lengthened in 1938. Repairs conducted in 1938 included replacement of all untreated Douglas Fir timber within the existing bridge with Redwood; the addition of 9 new spans to the west and 8 new spans to the east increasing bridge overall length to 408-feet (plus or minus), and channel excavation for the length of the structure to maintain a minimum clearance of 6-feet below the bottom stringer (soffit) of the bridge. The bridge currently exists as a 22-span simple-supported stringer timber bridge with a 5- to 6-inch-thick continuous cast in place reinforced concrete deck overlain with asphalt concrete and closed end reinforced concrete strutted abutments supported on Coastal Douglas Fir timber piles. The bents and abutments are set at a 45-degree skew to accommodate flows within the Mojave River Channel below. Timber railing and plywood planking on the sidewalk is worn and deteriorating. Current sufficiency rating per Caltrans biannual bridge inspection reports for the structure is roughly 76.

1.2 Project Description

The Project includes the demolition of the existing two-lane 22 span simple-supported stringer timber bridge and its replacement with a four-lane, 10-span cast-in-place reinforced concrete slab structure founded on cast-in-drilled hole piles (CIDH) or driven concrete pile extensions (**Figure 3. Project Features**). This proposed structure will meet and address County and American Association of State Highway and Transportation Officials (AASHTO) standards and criteria, or equivalent. Approximately 1,200 feet of approach roadway work would be required to widen Baker Boulevard to its ultimate width. The design would construct and/or tie into existing, planned and projected ultimate roadway improvements from 0.14 miles west of the existing structure to Death Valley Road (State Highway 127). Additionally, the new bridge will include sidewalks, streetlights, and bridge barrier railing meeting current MASH safety and testing requirements. Existing driveways located within the Project area may require improvements to ensure conformity with the widened bridge and roadway approaches.

It is anticipated that excavators, dozers, dump trucks, concrete trucks, drill rigs, pile driving rigs and concrete pumps will be required to rehabilitate and widen the existing road surface and replace the bridge. Temporary right of way easements may be required for construction. The existing structure is well suited for either staged construction, with part of the new structure built adjacent to the existing bridge prior to removal of the existing bridge or a full detour (1.25-mile detour length) using adjacent SR-127/I-15 and the local road network to provide a complete closure for construction. Both options will keep the new bridge and approach road widenings within existing ROW. The Project will require relocation of overhead utilities, utilities attached to the bridge, and may require relocation of underground utilities along the roadway approaches. Construction may start as early as 2026 and may last 24 months.

The proposed Project may construct a permanent ramp providing access into the San Bernardino County (SBC) Flood Control District (FCD) owned floodway channel north of the bridge along the

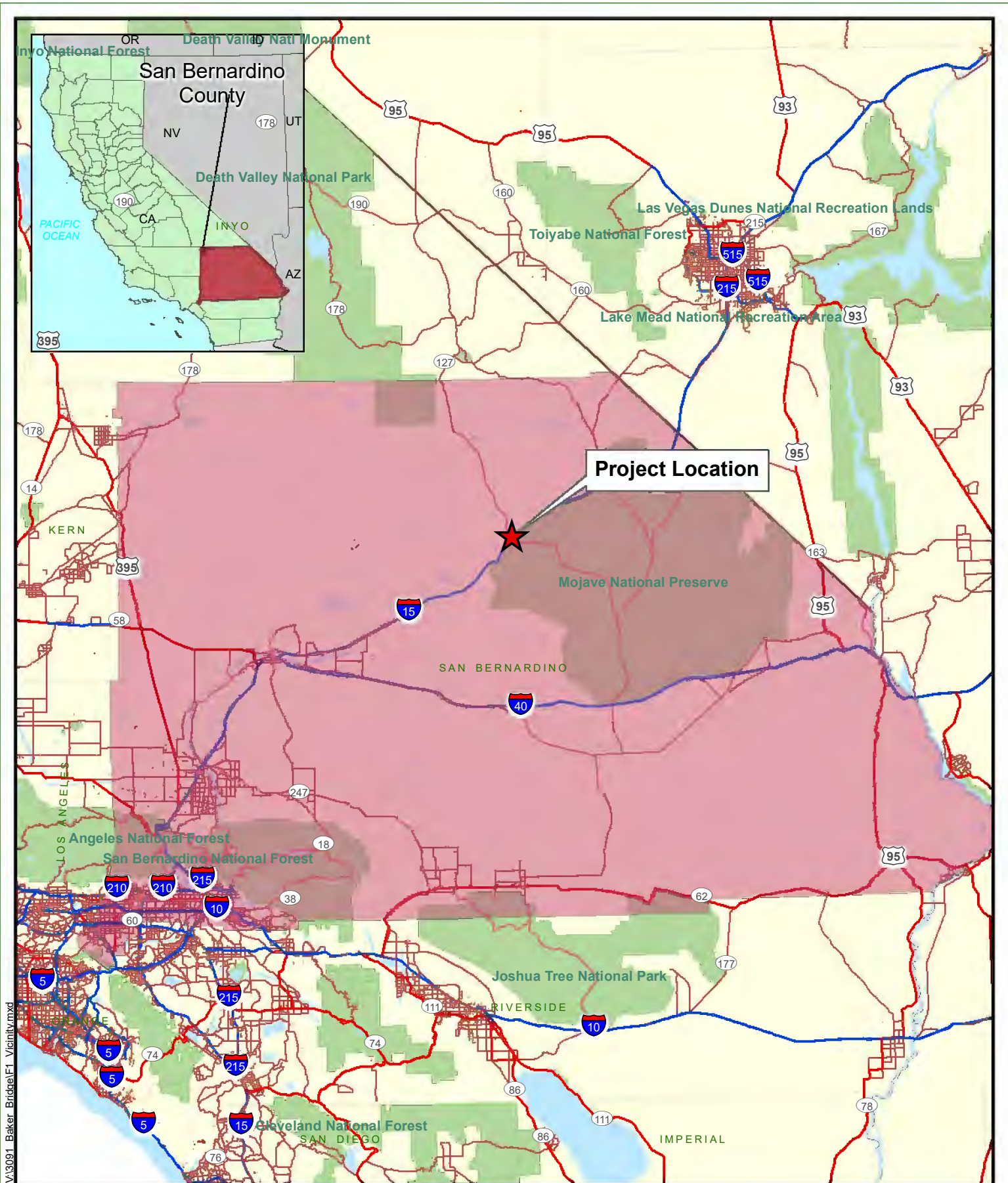
eastern levee to better facilitate channel maintenance and future bridge inspections.

Purpose and Need

The purpose of the Project is to improve structure safety and operations through replacement of the existing bridge and approach roadways. The Project is needed to meet current structural design standards.

No Build Alternative

Under the no-build alternative, the existing bridge would not be repaired. The worn and deteriorating bridge would not be improved.



VA:3091_Baker_Bridge(E).Vicinity.mxd

Source: ESRI 2008; Dokken Engineering 10/24/2024; Created By: amyd

FIGURE 1
Project Vicinity

PSR#TD004 Baker Boulevard Over Mojave River Bridge Replacement
STPL-5954(193)
Baker, San Bernardino County, California



0 10 20 30
Miles

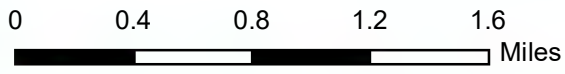


v:\1836_11thStBridge\Cultural\F2_Loc_10-12-10.mxd

Source: ESRI World Street Maps Online; Dokken Engineering 10/24/2024; Created By: amyd

FIGURE 2
Project Location

PSR#TD004 Baker Boulevard Over Mojave River Bridge Replacement
STPL-5954(193)
Baker, San Bernardino County, California



- Project Area
- Potential Staging Area
- Bridge Piers
- Bridge and Abutment Limits
- Sidewalk, Driveway Conformers, Curb, and Gutter
- Grading Limits
- Pavement Striping
- Permanent Access Ramp (paved)
- Edge of Roadway
- Rock Slope Protection
- Parcel Boundary with APN



| Assessor's Parcel Number | Land Use/Zoned For | Project Requires | |
|--------------------------|------------------------------------|--------------------------|-------------------------------------|
| | | Land Acquisition | Temporary Construction Easement |
| 0544451010000 | Commercial/Highway Commercial (CH) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 0544451050000 | Commercial/Highway Commercial (CH) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 0544281460000 | Commercial/Highway Commercial (CH) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 0544281220000 | Commercial/Rural Commercial (CR) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 0544281140000 | Commercial/Rural Commercial (CR) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 0544281320000 | Public Facility/Floodway (FW) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

V:\31091_Baker_Bridge\SALES_ProjectFeatures_2024_10.mxd

Source: ESRI Maps Online, Dokken Engineering 11/25/2024, Created By: amyd



Figure 3
Project Features

1.3 Project Location

The Project is located along Baker Boulevard as it crosses the Mojave River Channel, directly off I-15 in the community of Baker, San Bernardino County, California. It falls within the Baker, California United States Geological Survey (USGS) 7.5-minute quadrangle (Section 25, Township 14 North, Range 8 East). The topography within the Project site is flat and the elevation of the Project ranges between approximately 920 feet to 940 feet above mean sea level.

1.4 Purpose of the Initial Site Assessment

This ISA was prepared in general accordance with “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process”, which is presented in the ASTM International Standard E-1527¹. This document is intended to be in general compliance with the US Environmental Protection Agency’s “Standards and Practice for All Appropriate Inquires (AAI)”².

The purpose of an ISA is to evaluate the Subject Properties for the presence of RECs and/or AULs, which are:

REC: “...the presence or the likely presence of any hazardous substances or petroleum hydrocarbons on the (Subject Property) that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum hydrocarbons into structures or into the ground, groundwater, or surface water of the subject property.”¹

AUL: “...legal or physical restrictions or limitations on the use of, or access to, a site or facility: 1) to reduce or eliminate potential exposure to hazardous substances or petroleum products in the soil or ground water on the property, or 2) to prevent activities that could interfere with the effectiveness of a response action, in order to ensure maintenance of a condition of no significant risk to public health or the environment.”¹

Opinions given in this ISA report, relative to the potential for hazardous materials to exist within the Project area, are based upon the information derived from the site reconnaissance conducted on August 14, 2024, and from other information sources described herein. Certain indicators of the presence of hazardous materials not readily observable during the reconnaissance may become observable at a later date. Readily available public information sources were reviewed as providing complete and accurate information, without independent verification. The findings and conclusions in this report are based solely on the limited scope of an ISA, including information from a variety of sources. Because the scope of an ISA is necessarily limited and based in part on third party sources and significant assumptions, it is not warranted that the Subject Properties do not include hazardous material releases in areas not identified in this report.

¹ ASTM International E-1527-21.

² 40 Code of Federal Regulations, Part 312.

2 Subject Properties and Site Settings

As the Project involves improvements to County-owned infrastructure, there will be no ROW acquisition required. There may be temporary construction easements (TCEs) obtained to complete construction. There will also be maintenance easements obtained for upkeep of the rock slope protection. All easements are identified in the below **Table 2** and in **Figure 3. Project Features**.

Table 2 – Parcel Identification

| Assessor's Parcel Number | Land Use/Zoned For | Project Requires | | |
|--------------------------|------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| | | Land Acquisition | Temporary Construction Easement | Maintenance Easement |
| 0544-451-01-0000 | Commercial/Highway Commercial (CH) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 0544-451-05-0000 | Commercial/Highway Commercial (CH) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 0544-281-46-0000 | Commercial/Highway Commercial (CH) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 0544-281-22-0000 | Commercial/Rural Commercial (CR) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 0544-281-14-0000 | Commercial/Rural Commercial (CR) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

2.1 Topography/Geology

The Project is located in the census-designated community of Baker, California, directly off I-15 in San Bernardino, California, within the Mojave Desert Floristic Province. Baker experiences a desert climate that consists of hot, dry summers and cool winters with very little precipitation. The average annual high temperature is approximately 84 degrees Fahrenheit (°F), and the average annual low temperature is approximately 54°F. The region averages 3.72 inches of precipitation annually (U.S. Climate Data 2024). The topography within the BSA is flat and the elevation of the Project ranges between approximately 920 feet to 940 feet above mean sea level. The Natural Resources Conservation Service Custom Soil Resource Report was required for the Project, but no soil data is available for this region (Natural Resource Conservation Service 2024).

2.2 Current Land Use

The land use in the surrounding area is primarily commercial development. According to San Bernardino County Land Use Service's Online Interactive Land Use Map, the parcels south of the existing bridge within the Project area are zoned as CH (Highway Commercial). This land use zoning district provides sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. The parcels north of the existing bridge within the Project area are zoned as CR (Rural Commercial). This land use zoning district provides sites for retail trade and personal services, repair services, lodging services, recreation and entertainment services, transportation services, and similar and compatible uses. Agriculture and residential uses are allowed also but

are secondary in importance. A portion of the Mojave River Channel is also present within the Project area and is zoned as FW (Floodway). The FW land use zoning district provides sites for animal keeping, grazing, crop production, and similar and compatible uses (San Bernardino County Land Use Services 2022).

2.3 Surface Water

The Project does not occur within a regulatory floodway, however the Mojave River Channel passes underneath the existing bridge structure along Baker Boulevard. The Mojave River Channel is an ephemeral river that originates in the San Bernardino Mountains near Silverwood Lake. Downstream of the Mojave Forks Dam, the river flows mostly underground through Hesperia, Victorville, and Barstow. The river terminates at a large inland delta called the Mojave River Wash, near the western boundary of the Mojave National Preserve. However, during heavy rain years, surface water can fill Soda Lake (Dry Lake) south of Baker and can reach Silver Lake (Dry Lake), north of Baker, during historic flows (USGS 2004) via the Mojave River Channel.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the Mojave River Channel crossing at Baker Boulevard is considered a Special Flood Hazard Area (SFHA), and is labeled as Zone A. SFHAs are defined as the area that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year, or within the 100-year floodplain. Areas outside of the surface water crossing within the Project area are labeled as Zone X, area of minimal flood hazard (**Appendix B**).

3 Property Information

The Project will occur within existing County ROW but may need several TCEs from adjacent private property parcels, as noted in **Table 2** and in **Figure 3. Project Features**.

4 Records Review

The following required standard environmental record sources as defined in ASTM International Standard E-1527³ were reviewed:

³ ASTM International E-1527-21.

Table 3 – Reviewed Public Records

| Standard Environmental Record Sources | Standard Environmental Record Sources Approximate Minimum Search Distance (miles) |
|--|--|
| Federal NPL site list | 1.0 |
| Federal Delisted NPL site list | 1.0 |
| Federal CERCLA list | 0.5 |
| Federal CERCLIS NFRAP site list | 0.5 |
| Federal RCRA CORRACTS facilities list | 1.0 |
| Federal RCRA non-CORRACTS TSD facilities list | 0.5 |
| Federal RCRA generators list | 0.25 |
| Federal institutional control/engineering control registries | 0.5 |
| Federal ERNS list | Target Property |
| State and tribal-equivalent NPL | 1.0 |
| State and tribal-equivalent CERCLIS | 1.0 |
| State and tribal landfill and/or solid waste disposal site lists | 0.5 |
| State and tribal leaking storage tank lists | 0.5 |
| State and tribal registered storage tank lists | 0.25 |
| State and tribal voluntary cleanup sites | 0.5 |
| State and tribal Brownfield sites | 0.5 |

4.1 Government Records Search

A summary of the published lists of known hazardous substance sites was provided by Environmental Data Resources (EDR) and a copy of the report is included in **Appendix A**. EDR reviewed standard federal, state, and local listings of known sites within a one-mile radius. 78 known hazardous substance sites were identified within a one-mile radius of the Project area. However, the Project footprint is limited and as such, only sites within 1/8 of a mile have been included. The RECs are presented in **Table 4** and **Appendix A**.

Table 4 – EDR Sites within 1/8 of a mile of the Project Area

| ID | SITE NAME | ADDRESS | DATABASES | INFO |
|----|--|----------------------|---|--|
| 1 | CHEVRON NO 99879 | 72083 BAKER BLVD | CHMIRS,HWTS | INACTIVE |
| 2 | N/A | 72083 BAKER BLVD. | CHMIRS | PRODUCT CONTAINED AND CLEANED UP |
| 3 | CHEVRON STATION #9879 | 72083 BAKER BLVD | FINDS | EXPIRED |
| 4 | N/A | 72083 BAKER BLVD. | ERNS | PRODUCT CONTAINED AND CLEANED UP |
| 5 | SIM SHIV TRAVEL PLAZA DBS BAKER CHEVRON | 72083 BAKER BLVD | CERS | Returned to compliance on 11/30/2023 |
| 6 | B & H ENTERPRISES INC | 72083 BAKER BLVD | EDR HIST AUTO | Gasoline Service Stations |
| 7 | SIM SHIV TRAVEL PLAZA INC DBA BAKER CHEVRON | 72083 BAKER BLVD | RCRA NONGEN / NLR | NO VIOLATIONS FOUND |
| 8 | SIM SHIV TRAVEL PLAZA INC DBA BAKER CHEVRON | 72083 BAKER BLVD | ECHO | NO VIOLATIONS FOUND |
| 9 | CHEVRON STATION #99879 | 72083 BAKER BLVD | ECHO | NO VIOLATIONS FOUND |
| 10 | CHEVRON STATION #99879/2014 | 72083 BAKER BLVD | UST FINDER | INACTIVE |
| 11 | CHEVRON 99879 | 72083 BAKER | HWTS,HAZNET | INACTIVE |
| 12 | SIM SHIV TRAVEL PLAZA DBS BAKER CHEVRON | 72083 BAKER BLVD | UST | 2 REGULAR UNLEADED, 1 PREMIUM UNLEADED AND 1 DIESEL USTS |
| 13 | CHEVRON NO 99879 | 72083 BAKER BLVD | RCRA-SQG | NO VIOLATIONS FOUND |
| 14 | BAKER CHEVRON | 72083 BAKER BLVD | CERS HAZ WASTE,EMI,HWTS,HAZNET,SAN BERN. CO. PERMIT | Returned to compliance on 11/30/2023. |
| 15 | CHEVRON 99879 | 72083 BAKER BLVD | RCRA-LQG,CERS TANKS,EMI,HWTS,HAZNET | NO VIOLATIONS FOUND |
| 16 | CHEVRON NO 99879 | 72083 BAKER BLVD | FINDS | EXPIRED |
| 17 | SHELL STATION | 72111 BAKER BLVD | SWEEPS UST,CA FID UST | ACTIVE |
| 18 | EDWARDS HOWARD | BAKER BLVD & HWY 127 | EDR HIST AUTO | NONE |
| 19 | ARCO PETROLEUM PROD #5010 | 72058 BAKER BLVD | SWEEPS UST,CA FID UST | ACTIVE |
| 20 | ARCO # 5010 | 11 BAKER | HIST CORTESE | NONE |
| 21 | ARCO STATION 5951 | 72111 BAKER BLVD | LUST,CORTESE,CERS | ACTIVE |
| 22 | 76 STATION | 72137 BAKER BLVD | UST | NONE REPORTED |
| 23 | FAILINGS PETROLEUM DISTRs* | HWY 127 & BAKER BLVD | EDR HIST AUTO | Gasoline Service Stations |
| 24 | SPRINT CELL SITE SB03XC065 | 72407 BAKER BLVD | SAN BERN. CO. PERMIT | INACTIVE |
| 25 | ARCO #5010 | 72058 BAKER BLVD. | LUST | Remedial action (cleanup) Underway |
| 26 | GRANITE CONSTRUCTION COMPANY | 71940 BAKER BLVD | SAN BERN. CO. PERMIT | INACTIVE |
| 27 | FORMER TEXACO STATION | 72132 BAKER BLVD | UST FINDER RELEASE | OPEN |

| ID | SITE NAME | ADDRESS | DATABASES | INFO |
|----|--------------------------------------|------------------|---|--|
| 28 | PIKES MOBIL | 71927 BAKER BLVD | UST FINDER RELEASE | NO FURTHER ACTION |
| 29 | CARTER BAKER LLC | 72192 BAKER BLVD | EDR HIST AUTO | Fast Food Restaurants and Stands |
| 30 | ARCO #5010 | 72058 BAKER | LUST,CORTESE,HIST CORTESE,HWTS,HAZNET,CERS | COMPLETED – CASE CLOSED |
| 31 | TESORO 97610-5010 | 72058 BAKER BLVD | RCRA NONGEN / NLR | NO VIOLATIONS FOUND |
| 32 | B & H ENTERPRISES INC | 72063 BAKER BLVD | EDR HIST AUTO | Gasoline Service Stations |
| 33 | BAKER CHEVRON/CHEVRON #9- 9879 | 72063 BAKER BLVD | LUST,SWEEPS UST,CORTESE,HIST CORTESE,CERS | COMPLETED – CASE CLOSED |
| 34 | CHEVRON STATION #9879 | 72063 BAKER BLVD | UST | NONE REPORTED |
| 35 | BRONCO STATION (FORMER) | 72074 BAKER BLVD | LUST,CORTESE,HIST CORTESE | COMPLETED – CASE CLOSED |
| 36 | BRONCO STATION (FORMER) | 72074 BAKER BLVD | LUST,CERS | COMPLETED – CASE CLOSED |
| 37 | INKO CORP. | 71927 BAKER BLVD | LUST,CORTESE,EMI,HIST CORTESE,CERS | COMPLETED – CASE CLOSED |
| 38 | TEXACO STATION | 72132 BAKER BLVD | LUST,SWEEPS UST,CORTESE,HIST CORTESE,CERS | OPEN - REMEDIATION |
| 39 | UNOCAL STATION | 72137 BAKER BLVD | LUST,SWEEPS UST,CORTESE,EMI,HIST CORTESE,CERS | OPEN – SITE ASSESSMENT |
| 40 | DENNIS CO | 72097 BAKER BLVD | EDR HIST AUTO | Convenience Stores |
| 41 | SHELL STATION | 72097 BAKER | HIST CORTESE | NONE |
| 42 | ARCO #5951 | 72097 BAKER BLVD | CERS HAZ WASTE,CERS TANKS,EMI,HWTS,HAZNET,SAN BERN. CO. PERMIT,CERS | Returned to compliance on 06/20/2023. |
| 43 | AUJLA AND BAKER INC | 72097 BAKER BLVD | RCRA NONGEN / NLR | NO VIOLATIONS FOUND |
| 44 | COUNTRY STORE | 72129 BAKER BLVD | CERS HAZ WASTE,CERS TANKS,SAN BERN. CO. PERMIT,CERS | Returned to compliance on 08/23/2023 |
| 45 | COUNTRY STORE | 72129 BAKER BLVD | UST | 1 PREMIUM UNLEADED AND 1 REGULAR UNLEADED |
| 46 | AT&T | 72316 BAKER BLVD | CERS HAZ WASTE,HWTS,HAZNET,SAN BERN. CO. PERMIT,CERS | INACTIVE |
| 47 | AT&T | 72316 BAKER BLVD | RCRA NONGEN / NLR | NO VIOLATIONS FOUND |
| 48 | ULTRA GAS & MART | 71816 BAKER BVLD | EDR HIST AUTO | Gasoline Service Stations |
| 49 | BOB'S BIG BOY | 72155 BAKER RD | SAN BERN. CO. PERMIT | INACTIVE |
| 50 | SILVER LAKE PROPERTIES INC | 72155 BAKER BLVD | EDR HIST AUTO | Fast Food Restaurants and Stands |
| 51 | BRONCO STATION (FORMER) | 72074 BAKER BLVD | UST FINDER RELEASE | NO FURTHER ACTION |

¹ Database Acronyms: AST: Aboveground Storage Tank, CERS HAZ WASTE: California Environmental Reporting System HAZ WASTE, CERS: CalEPA Regulated Site Portal Data, CERS TANKS: CERS Tanks, CIWQS: California Integrated Water Quality System, CORTESE: CORTESE, CUPA Listing: Certified Unified Program Agency (CUPA) Listing, HIST UST: Historical Underground Storage Tank Registered Database, HIST CORTESE: HIST CORTESE, LUST: Leaking Underground

Storage Tank, NPDES: National Pollution Discharge Elimination System, NPL: National Priority List, PRP: Potentially Responsible Parties, RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated, PRP: Potentially Responsible Parties, SEMS: Superfund Enterprise Management System, SWEEPS UST: Statewide Environmental Evaluation and Planning System Underground Storage Tank, WDS: Waste Discharge System.

The list of known hazardous substance sites provided by EDR returned 78 records within 1 mile of the Project area. Since Project activities are not anticipated to occur across a large radius, this ISA presents 51 records within 1/8 mile of the Project area. Since work for the Project will be confined to the limits of Baker Boulevard and the Mojave River Channel, no impacts to any known hazardous waste sites listed in **Table 4** are anticipated.

4.2 *Historic Topographic Maps*

Dokken Engineering obtained the 2021, 2018, 2015, 2012, 1983 and 1956 USGS 7.5-minute Baker and Soda Lake North quadrangle from EDR (Appendix A). A review of the 1956 through 2021 topographic maps indicate that the community of Baker has gradually expanded to accommodate residential and commercial development over the years. The 1956 map shows the community mostly undeveloped with some buildings present adjacent to the Project area. Baker Boulevard and SR-127 are also present in the 1956 topographic map. Between 1956 and 1983, I-15 was constructed south of the Project area, and roadway infrastructure within the community was expanded, with local roads constructed northeast of Baker Boulevard. Between 1983 and 2021, the community of Baker remained relatively unchanged, with additional local roadways being added between 2012 and 2021. Additionally, the topographic maps indicate that Baker Boulevard was used as the main thoroughfare in the community and is present on its current alignment on the 1956 topographic map.

Table 5 lists property features within and immediately adjacent to the Project area identified on the 2021 USGS map.

Table 5 – Property Features

| Feature | On Subject Properties? | On Adjacent Properties? |
|---------------------------------|-------------------------------------|-------------------------------------|
| Roads/Pavement | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Railroad Tracks | <input type="checkbox"/> | <input type="checkbox"/> |
| Buildings | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Wells | <input type="checkbox"/> | <input type="checkbox"/> |
| Tanks | <input type="checkbox"/> | <input type="checkbox"/> |
| Man-made Lakes and Levees | <input type="checkbox"/> | <input type="checkbox"/> |
| Streams/Rivers/Coastal Features | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Landfills/Disposal Operations | <input type="checkbox"/> | <input type="checkbox"/> |
| Mines/Tailing Piles/Mine Dump | <input type="checkbox"/> | <input type="checkbox"/> |
| Wetlands (Marsh/Swamp/Bog) | <input type="checkbox"/> | <input type="checkbox"/> |
| Vegetation | <input type="checkbox"/> | <input type="checkbox"/> |

4.3 *Additional Environmental Record Sources*

The Standard Practice for Environmental Site Assessments: Phase I Environmental Site

Assessment Process⁴ identifies other non-standard sources that may be reviewed at the discretion of the Environmental Professional. It indicates that the Environmental Professional may elect to review non-standard sources to identify the first obvious developed use of the Subject Property and to characterize the physical setting of the Project area. The additional environmental records that were reviewed for the ISA are shown in **Table 6**.

Table 6 – Additional Environmental Records Sources

| Non-Standard Source | Reviewed for this ISA | Source Reference |
|-----------------------------------|-------------------------------------|--|
| Historical Aerial Photographs | <input checked="" type="checkbox"/> | EDR Aerial Photographs |
| Fire Insurance Maps | <input checked="" type="checkbox"/> | Sanborn Library, LLC |
| Local Street Directories | <input checked="" type="checkbox"/> | EDR City Directories |
| Soil Surveys | <input type="checkbox"/> | |
| Geologic Maps | <input type="checkbox"/> | |
| Oil and Gas Production Maps | <input type="checkbox"/> | |
| Naturally Occurring Asbestos Maps | <input checked="" type="checkbox"/> | CGS, Open File Report 2000-19 |
| Groundwater Maps | <input type="checkbox"/> | |
| Groundwater Databases | <input type="checkbox"/> | |
| Building Department Records | <input type="checkbox"/> | |
| Zoning/Land Use Records | <input type="checkbox"/> | |
| Historical Society Records | <input type="checkbox"/> | |
| Personal Interviews | <input type="checkbox"/> | |
| Regulatory Agency Files | <input type="checkbox"/> | |
| Other (describe): | <input checked="" type="checkbox"/> | Department of Toxic Substances Control, EnviroStor Database; State of California Regional Water Quality Control Board, Geotracker Database |

4.3.1 *Historic Aerial Photographs*

A review of the readily available historical aerial photographs indicated that the Project vicinity was mostly undeveloped desert land with rural residences located northeast and southeast of the Project area. Urban development gradually increased within the community of Baker over the years, with the construction of I-15 completed south of the of the Project area between 1953 and 1973. The 1973, 1978, and 1983 aerials also show what appear to be an artificial basin constructed immediately north of Baker Boulevard within the Mojave River Channel. This basin is no longer present on the 1994 aerial. Furthermore, the 1994 aerial shows a much more distinct channelization of the Mojave River Channel north of the Baker Boulevard Bridge. The channel now has distinctly demarcated extents, likely due to the formalization or construction of unpaved levees on either side of the channel. Prior to this, the channel had been widened due to the 1938 flood event which necessitated replaced of the previous bridge with the existing bridge.

⁴ ASTM International Standard E-1527-05.

From 1994 onward, the community of Baker continued expanding, with more roadways, private residences, and commercial businesses constructed north and south of Baker Boulevard. Additionally, the historic aerial maps indicate that the alignment of Baker Boulevard was used as the main thoroughfare in the community is present on its current alignment on the 1953 aerial map. **Table 7** (Significant Aerial Photograph Changes) provides a summary of the significant features/changes observed on the subject aerial photographs:

Table 7 – Significant Aerial Photograph Changes

| Year | Observations | Source: Scale |
|------|---|--------------------|
| 1953 | The Project area consisted primarily of undeveloped desert lands and private residences. Baker Boulevard is present and used for through traffic. The Mojave River Channel is present within the Project area and flows underneath Baker Boulevard. | USDA/NAIP: 1"=500' |
| 1973 | Urban development expanded, with more buildings constructed both north and south of Baker Boulevard. I-15 was constructed south of Baker Boulevard. Potential artificial basin located north of Baker Boulevard. | USDA/NAIP: 1"=500' |
| 1978 | Land use appeared unchanged since the 1973 photograph. | USDA/NAIP: 1"=500' |
| 1983 | Land use appeared unchanged since the 1978 photograph. | USDA/NAIP: 1"=500' |
| 1994 | The Mojave River Channel, north of Baker Boulevard is more clearly defined as a channel, with dirt levees constructed along each bank. | USDA/NAIP: 1"=500' |
| 2005 | Urban development continued expanding, with more buildings (mobile residences) constructed north of Baker Boulevard. | USGS/DOQQ: 1"=500' |
| 2009 | Urban development continued expanding, with more buildings (mobile residences) constructed north of Baker Boulevard. | USDA: 1"=500' |
| 2012 | Land use appeared unchanged since the 2009 photograph. | USGS: 1"=500' |
| 2016 | Urban development continued expanding, with more buildings constructed northeast of Baker Boulevard. | USGS: 1"=500' |
| 2020 | Land use appeared unchanged since the 2016 photograph. | USDA: 1"=500' |

The EDR Aerial Photo Decade Package is presented in **Appendix A**.

4.3.2 *Sanborn Fire Insurance Maps*

A search of the Sanborn Map files by EDR indicated that no fire insurance maps of the Subject Properties were available.

4.3.3 *Naturally Occurring Asbestos Maps*

Naturally Occurring Asbestos (NOA) can occur in serpentine rock. The most common forms of NOA minerals are chrysotile, actinolite, and tremolite. A review of the "General Location Guide for Ultramafic Rocks in California – Areas likely to Contain Naturally Occurring Asbestos" (CGS Open-file Report 2000-19, 2000) indicated that NOA was not mapped within or in the near vicinity of the Project area.

4.3.4 *Aerially Deposited Lead*

ADL is known to be present within soils near major roadways in operation prior to 1980, when lead was discontinued as a gasoline additive in the State of California. Historic maps indicate that the alignment of Baker Boulevard was used as the main thoroughfare in the community before the construction of I-15 and is present on its current alignment on maps dating as far back as the 1953. While the majority of the Project's improvements will occur within paved areas, there are a few locations with exposed soils at the shoulders of the roadway approaches at the northeast, northwest and southeast corners of the existing bridge along Baker Boulevard.

4.3.5 *Groundwater Data Information*

The Project is located in the Soda Lake Valley Groundwater Basin. Soda Lake Valley Groundwater Basin underlies a northeast-trending valley in northeast San Bernardino County. The basin is bounded by nonwater-bearing rocks of the Marl and Kelso Mountains on the east, the Bristol and Cady Mountains on the south, and the Soda and Cave Mountains on the west. A low alluvial drainage divide that separates the Silver and Soda Lake Valleys defines the northern boundary. In the eastern part of the basin, several hills protrude from 600 to 2,000 feet above the surrounding valley. The mountains along the eastern margin reach elevations of about 5,000 feet (USGS 1955; DWR 1964). Recharge to the basin is derived primarily from the percolation of flow in the Mojave river, and the percolation of runoff through alluvial fan deposits at the base of the surrounding mountains. The proposed Project is not anticipated to impact existing groundwater systems as the work for the Project does not require excavation down to the water table.

4.3.6 *Department of Toxic Substances Control, EnviroStor Database*

A review of the Department of Toxic Substances Control (DTSC) EnviroStor Database indicated that there were no sites within or adjacent to the Project area.

4.3.7 *State of California Regional Water Quality Control Board, Geotracker Database*

A review of the Geotracker Database indicated that there are 8 Leaking Underground Storage Tanks (LUST) cleanup sites within a 1-mile radius from the Project area which are completed and closed. Based on the information provided and the cleanup statuses, it is considered unlikely that these sites have impacted the Project site.

- ARCO #5010 – Located at 72058 Baker Boulevard, Baker, CA 92309. This site is a LUST Cleanup site that has been completed and the case is closed as of 2/7/2020.
- Baker General Store – Located at 71780 Baker Boulevard, Baker, CA 92309. This site is a LUST Cleanup site that has been completed and the case is closed as of 11/21/2013.
- Bronco Station (Former) – Located at 72074 Baker Boulevard, Baker, CA 92309. This site is a LUST Cleanup site that has been completed and the case is closed as of 3/30/2017.
- Chevron #9-9879 – Located at 72063 Baker Boulevard, Baker, CA 92309. This site is a LUST Cleanup site that has been completed and the case is closed as of 6/1/2016.
- Former DJ's Market – Located at 72352 Baker Boulevard, Baker, CA 92309. This site is a LUST Cleanup site that has been completed and the case is closed as of 3/6/2017.
- Gale Pike Property – Located at 71930 Baker Boulevard, Baker, CA 92309. This site is a

LUST Cleanup site that has been completed and the case is closed as of 6/9/1998.

- International Motor Hotels Inc. – Located at 71759 Baker Boulevard, Baker, CA 91730. This site is a LUST Cleanup site that has been completed and the case is closed as of 5/1/2001.
- Pikes Mobil – Located at 71927 Baker Boulevard, Baker, CA 92415. This site is a LUST Cleanup site that has been completed and the case is closed as of 12/24/2018.

There are 5 open LUST cleanup sites within the Project vicinity. A description of each open site is provided below.

- ARCO Station 5951 – Located at 72111/72097 Baker Boulevard, Baker, CA 92309. This site is a LUST Cleanup site that is listed as Open – Site Assessment as of 6/30/2015. The site is a former Shell service station owned and operated by Silver Lake Properties, Inc. until April 1994. The Shell station and the five associated underground storage tanks (USTs) were subsequently removed in May 1994 and ARCO built a new service station. An unauthorized release of petroleum hydrocarbons at the site was discovered during the May 1994 UST removal activities on the property.

Investigations conducted to date have included the installation of 16 monitoring wells, three vapor extraction wells, and two soil vapor probes. Groundwater monitoring results have indicated free product is present in multiple monitoring wells and may be migrating. Interim remedial actions have consisted of a vacuum truck free product removal program between October 1999 and July 2002, which removed an estimated 708 gallons of free product. Additionally, construction of a pneumatic free product skimmer pump system began in December 2005, but efforts to install the system were suspended on February 27, 2009 due to concerns with Underground Storage Tank Cleanup Fund (USTCF) reimbursement funding.

In 2016, the site was nominated and accepted into the Expedited Claim Account Program. Since 2016, work at the site has included two groundwater and free product monitoring events conducted in 2019 and 2024, along with installation and sampling of soil vapor probes in 2019. Historically, free product has been detected at the site at a thickness of up to 5.85 feet (MW-16 12/14/1998). The January 2024 groundwater and free product monitoring results indicate at least three visually distinct free product types were still present with thicknesses of up to 3.94 feet reported (monitoring well SMW-2). Telluris previously estimated 5,600 gallons of free product remained in place at the site associated with the three free product plumes in October 2001; no volumetric evaluation update was provided in the January 2024 Monitoring Report.

Review of the remediation plan and groundwater monitoring wells indicate that this contamination is located at depths below 30 feet. There are three plumes present adjacent to the existing ARCO facilities, which occur underneath Baker Boulevard and State Highway 127/Kelbaker Road (Appendix F). Project soil disturbing activities in this area consist of driveway conforms, curb and gutter installation, and sidewalk improvements.

These activities would be limited to 4 feet below the ground surface. As contaminated soil is located below 30 feet from the ground surface, construction of the Project in this area does not have the potential to encounter contaminated soils associated with the cleanup program site; therefore, no Phase II testing or adherence to Caltrans Standard Specifications and Standard Special Provisions for LPH management is proposed.

- Former Texaco Station – Located at 72132 Baker Boulevard, Baker, CA 92309. This site is a LUST Cleanup site that is listed as Open – Remediation as of 8/11/2015. The unauthorized release of petroleum hydrocarbons at the site was reported in July 1994. UST removal activities at the site were conducted in 1999. The site was a former commercial petroleum fueling facility, operated by Silver Lake Properties Inc., and is currently developed as a Greek restaurant. San Bernardino County's Office of the Fire Marshal transferred regulatory oversight to the Lahontan Water Board on September 3, 2008.

Investigations conducted to date have included the installation of 18 monitoring and extraction wells, and six soil vapor probes. Groundwater monitoring results have indicated free product is present in multiple monitoring wells and the extent of free product is undefined. Interim remedial actions have consisted of a vacuum truck free product removal program and operation of a pneumatic free product skimmer pump and soil vapor extraction system. The vacuum truck free product removal program was conducted between October 1999 and July 2002 which removed an estimated 1,300 gallons of free product. The pneumatic free product skimmer pump and soil vapor extraction system has been intermittently operated since installation in 2005. The pneumatic free product pump system operated between November 2005 and February 2009, between April 2010 and October 2010; and in 2018. Approximately 2,900 gallons of free product have been recovered by the pneumatic free product pump system. The SVE system component of the system operated between March 2007 to June 2007 and was shut down after asymptotic levels were reached and contaminant rebound was not observed. The SVE system removed an estimated 1,299 pounds of TPH or the equivalent of 174 gallons of gasoline.

In 2016, the site was nominated and accepted into the Expedited Claim Account Program. Since 2016, work at the site has included three groundwater and free product monitoring events conducted in 2017, 2019, and 2024, along with installation and sampling of soil vapor probes in 2019. Aside from limited operation of the pneumatic free product skimmer pump system in 2018 which removed an estimated 186 gallons of free product, there have been no additional remediation activities performed at the site to date. The January 2024 groundwater and free product monitoring results indicated three visually distinct free product types were still present with thicknesses of up to 2.85 feet reported (monitoring well SLP-U). Telluris previously estimated 13,700 gallons of free product remained in place at the site associated with the west side (3,800 gallons) and east side (9,900 gallons) free product plumes in October 2001 using the volumetric analysis; no volumetric

evaluation update was provided in the January 2024 Monitoring Report. The decline curve evaluation indicated it would take 8 years of system operation to reduce the initial recovery rate of 11 gallons per day (gpd) to 0.1 gpd.

Review of the remediation plan and groundwater monitoring wells indicate that this contamination is confined to the areas within and adjacent to the former commercial facility. There are three plumes present adjacent to the former active petroleum fueling facility, which occur at depths below 30 feet underneath portions of Baker Boulevard and State Highway 127. Project soil disturbing activities in this area consist of driveway conforms, curb and gutter installation, and sidewalk improvements. These activities would be limited to 4 feet below the ground surface. As contaminated soil is located below 30 feet from the ground surface, construction of the Project in this area does not have the potential to encounter contaminated soils associated with the cleanup program site; therefore, no Phase II testing or adherence to Caltrans Standard Specifications and Standard Special Provisions for LPH management is proposed.

- Unocal Station – Located at 72137 Baker Boulevard, Baker, CA 92309. This site is a LUST Cleanup site that is listed as Open – Site Assessment as of 9/17/2015. The unauthorized release of petroleum hydrocarbons at the site was reported in November 1993. UST removal and replacement activities at the site were conducted in 1999. The site is currently operating as an active petroleum fueling facility. site features include a closed motel. Investigations conducted to date have included the installation of 25 monitoring and extraction wells, and four soil vapor probes. Groundwater monitoring results have indicated free product is present in multiple monitoring wells and may be migrating. Interim remedial actions have consisted of a vacuum truck free product removal program and operation of a pneumatic free product skimmer pump and soil vapor extraction system. The vacuum truck free product removal program was conducted between October 1999 and July 2002 which removed an estimated 1,300 gallons of free product. The pneumatic free product skimmer pump system operated between May 2004 and October 2010 and removed approximately 5,000 gallons of free product. The SVE system component operated between May 2005 to May 2006 and was shut down after asymptotic mass recovery levels were reached. The SVE system removed an estimated 14,445 pounds of TPH or the equivalent of 2,158 gallons of gasoline.

In 2016, the site was nominated and accepted into the Expedited Claim Account Program. Since 2016, work at the site has included three groundwater and free product monitoring events conducted in 2018, 2019, and 2024, along with installation and sampling of soil vapor probes in 2019. There have been no additional remediation activities performed at the site to date. The January 2024 groundwater and free product monitoring results indicated four visually distinct free product types were still present with thicknesses of up to 2.60 feet reported (monitoring well SMW5). Telluris previously estimated 11,600 gallons of free product remained in place at the site associated with the “main” (5,100 gallons) southwest diesel (5,200 gallons), and “smaller” (1,300 gallons) free product plumes in October 2001 using the volumetric analysis; no volumetric evaluation update was provided

in the January 2024 Monitoring Report. The decline curve evaluation indicated it would take 8 years of system operation to reduce the initial recovery rate of 6.5 gallons per day (gpd) to 0.1 gpd.

Review of the remediation plan and groundwater monitoring wells indicate that this contamination is confined to the areas within and adjacent to the former commercial facility. There are four plumes present adjacent to the existing active petroleum fueling facility, which occur underneath Baker Boulevard, Kelbaker Road, and the I-15 off ramp, all outside of the Project area (Appendix F). The nearest contamination is confined to an area located approximately 50 feet east of the Project. Since no Project activities are proposed within the contaminated parcel, there is no potential for the Project to encounter contaminated soils associated with the Unocal Station cleanup program site and further evaluation or protection measures are not warranted.

- Former XCEL Station – Located at 72307 Baker Boulevard, Baker, CA 92309. This site is a LUST Cleanup site that is listed as Open – Site Assessment as of 2/16/2018. This site is a former commercial petroleum fueling facility that is currently vacant land. An unauthorized release was reported in February 2002 following the removal of three gasoline USTs in October 2001. Free product was reportedly identified onsite in the past and may likely be present. The nature and extent of the unauthorized release is yet to be determined. The site's well network currently includes a total of seven on-site groundwater monitoring wells (MW-1 through MW4, and newly installed wells MW-6 through MW-8), and four soil vapor probes (SV-1 through SV-4). Quarterly monitoring of groundwater will continue until site assessment determines the site is eligible for closure under the State Water Resources Control Board Low-Threat Underground Storage Tank Case Closure Policy.

Review of the remediation plan and groundwater monitoring wells indicate that this contamination is confined to the areas directly adjacent to the former XCEL Station and its former UST, located approximately 1600 feet northeast of the Project and at depths below 30 feet. Due to the distance of the contaminated soils and as there are no Project activities proposed within the contaminated parcel or at the depths of noted contaminated soils, there is no potential for the Project to encounter contaminated soils associated with the Former XCEL Station cleanup program site and further evaluation or protection measures are not warranted.

- John Cagigas Property – Located at 72358 Baker Boulevard, Baker, CA 92309. This site is a LUST Cleanup site that is listed as Open – Verification of Monitoring as of 1/31/2018. This site is the location of a former commercial facility that operated a gasoline UST and is currently used for truck parking. An unauthorized release was reported in January 1998 following a site assessment. One 250-gallon gasoline UST was removed, and an unknown volume of impacted soil was excavated and disposed offsite in March 1998. Historically, free product has been detected at the site at a thickness of up to 2.27 feet (CMW9, 8/13/2003). Soil vapor extraction was conducted between December 2004 and November 2014, which removed 216,830 pounds of vapor-phase petroleum hydrocarbons.

Reportedly, 2,175 gallons of free product has been recovered via vacuum truck between July 2009 and November 2014. The source of free product measured in site wells is likely from the Former DJ's Market (T0607100860), located west of the site. Since 2001, 16 groundwater monitoring wells have been installed and monitored. Previously, 38 groundwater monitoring wells were monitored at adjacent site, the Former DJs Market, prior to case closure and the abandonment of site wells. According to groundwater data, water quality objectives (WQOs) have not been achieved. The petroleum release is limited to the soil and shallow groundwater. Quarterly monitoring of groundwater will continue until site assessment determines the site is eligible for closure under the State Water Resources Control Board Low-Threat Underground Storage Tank Case Closure Policy.

Review of the remediation plan and groundwater monitoring wells indicate that this contamination is confined to the areas within the former commercial facility and its former UST, extending approximately 850 feet north of Baker Boulevard and at depths below 30 feet. The contamination is confined to an area located approximately 2,600 feet northeast of the Project. Due to the distance of the contaminated soils and as there are no Project activities proposed within the contaminated parcel or at the depths of noted contaminated soils, there is no potential for the Project to encounter contaminated soils associated with the John Cagigas Property cleanup program site and further evaluation or protection measures are not warranted.

5 Reconnaissance of the Subject Properties and Vicinity

Dokken Engineering conducted the reconnaissance on August 14, 2024. The weather on that day was clear skies all day, which did not limit the observations of potential RECs. Dokken Engineering personnel walked all accessible areas within the Project boundaries to look for evidence of RECs and structures that may include ACMs. Photographs documenting the reconnaissance are included in **Appendix E** and a copy of the Caltrans ISA Checklist is presented in **Appendix D**. Based on the reconnaissance, **Table 8** summarizes the observations of the Subject Properties within the Project area.

Table 8 – Subject Property Observations

| Observation | Observed on Subject Properties | Location |
|---|-------------------------------------|--|
| Bare Soil with Stains | <input type="checkbox"/> | |
| Soil Stockpile or Imported Fill | <input type="checkbox"/> | |
| Pavement with Stains | <input type="checkbox"/> | |
| Loading Docks | <input type="checkbox"/> | |
| Rail Line/Spur | <input type="checkbox"/> | |
| Hazardous Materials Storage | <input type="checkbox"/> | |
| Petroleum Hydrocarbon Storage | <input type="checkbox"/> | |
| Aboveground Tanks | <input type="checkbox"/> | |
| Underground Tanks | <input type="checkbox"/> | |
| Solid Waste Storage | <input type="checkbox"/> | |
| Liquid Waste Storage | <input type="checkbox"/> | |
| Air Emission Controls | <input type="checkbox"/> | |
| On-Site Disposal (non-sewage) | <input type="checkbox"/> | |
| On-Site Sewage Disposal | <input type="checkbox"/> | |
| Municipal Water Supply Connection | <input type="checkbox"/> | |
| Domestic Well | <input type="checkbox"/> | |
| Industrial Well | <input type="checkbox"/> | |
| Agricultural Well | <input type="checkbox"/> | |
| Groundwater Monitoring Well | <input checked="" type="checkbox"/> | There are several monitoring wells associated with ARCO Station 5951 LUST cleanup site present along Baker Boulevard and adjacent parcels within the Project area, northeast of the existing bridge. Locations will be verified during final design to ensure protection in place (see map in Appendix F). |
| Odor | <input type="checkbox"/> | |
| Building with Potential for Asbestos or Lead Based Paint | <input type="checkbox"/> | |
| Bridge with Potential ACM's and Lead Based Paint | <input checked="" type="checkbox"/> | Existing Baker Boulevard Bridge. |
| Other (describe): Pavement striping on existing roadways. | <input checked="" type="checkbox"/> | Lead and heavy metals associated with the pavement striping on Baker Boulevard. |
| Other (describe): Potential PCBs | <input checked="" type="checkbox"/> | Pole-mounted electrical transformer within Project boundaries. |

| Observation | Observed on Subject Properties | Location |
|--|-------------------------------------|--|
| associated with pad and pole-mounted electrical transformers | | |
| Other (describe): Treated Wood | <input checked="" type="checkbox"/> | Three wooden utility poles present at the northeast, southeast and southwest corners of the existing bridge over Baker Boulevard. The existing bridge is constructed from treated redwood and features timber railings and plywood sidewalk planking, which may also have undergone treatment. |
| Other (describe): ADL | <input checked="" type="checkbox"/> | Unpaved shoulders at the northeastern, northwestern and southwestern corners of the existing Bridge along Baker Boulevard may contain ADL. |
| Other (describe): LPH | <input type="checkbox"/> | Soils at depths below 30 feet near the intersection of Baker Boulevard and State Highway 127 are contaminated with LPH; however, no soil disturbing activities below 4 feet are proposed in these areas. |

Based on the site reconnaissance potential RECs within the Project boundaries (vertical and horizontal) include the following:

- Potential for ACMs and lead based paint in the existing Baker Boulevard Bridge.
- Potential for lead and heavy metals associated with pavement striping along Baker Boulevard.
- Potential for PCBs within existing pole-mounted electrical transformer at northeast corner of existing bridge structure.
- Potential for treated wood within existing bridge, bridge railing, and sidewalk planking as well as wooden utility poles adjacent to the existing bridge structure.
- Potential for ADL at the unpaved road shoulders along Baker Boulevard.

Based on the reconnaissance, **Table 9** summarizes the observations of properties adjacent to the Subject Properties:

Table 9 – Adjacent Property Observations

| Observation | Observed on Adjacent Property | Location |
|---|-------------------------------------|--|
| Bare Soil with Stains | <input type="checkbox"/> | |
| Soil Stockpile or Imported Fill | <input type="checkbox"/> | |
| Pavement with Stains | <input type="checkbox"/> | |
| Loading Docks | <input type="checkbox"/> | |
| Rail Line/Spur | <input type="checkbox"/> | |
| Hazardous Materials Storage | <input type="checkbox"/> | |
| Petroleum Hydrocarbon Storage | <input type="checkbox"/> | |
| Aboveground Tanks | <input type="checkbox"/> | |
| Underground Tanks | <input checked="" type="checkbox"/> | ARCO gas station present at APN 0544-281-17-0000, and Chevron gas station present at APN 0544-281-46-000, both adjacent to the Project area. These tanks will not be impacted by construction activities. |
| Solid Waste Storage | <input type="checkbox"/> | |
| Liquid Waste Storage | <input type="checkbox"/> | |
| Air Emission Controls | <input type="checkbox"/> | |
| On-Site Disposal (non-sewage) | <input type="checkbox"/> | |
| On-Site Sewage Disposal | <input type="checkbox"/> | |
| Municipal Water Supply Connection | <input type="checkbox"/> | |
| Domestic Well | <input type="checkbox"/> | |
| Industrial Well | <input type="checkbox"/> | |
| Agricultural Well | <input type="checkbox"/> | |
| Groundwater Monitoring Well | <input checked="" type="checkbox"/> | There are several monitoring wells associated with ARCO Station 5951 LUST cleanup site present along Baker Boulevard and adjacent parcels within the Project area, northeast of the existing bridge. Locations will be verified during final design to ensure protection in place (see map in Appendix F). |
| Odor | <input type="checkbox"/> | |
| Building with Potential for Asbestos or Lead Based Paint | <input checked="" type="checkbox"/> | Various commercial buildings along Baker Boulevard. These buildings will not be impacted by construction activities. |
| Bridge with Potential ACMs and Lead Based Paint | <input checked="" type="checkbox"/> | |
| Other (describe): Pavement striping on existing roadways. | <input checked="" type="checkbox"/> | Lead and heavy metals associated with the pavement striping on Baker Boulevard and SR-127. |
| Other (describe): | <input type="checkbox"/> | |

6 Initial Site Assessment Findings and Conclusions

This report presents results of the ISA for property associated with the Project. This ISA was prepared in general accordance with the ASTM International Standard E-1527-21. Based on this ISA, no evidence of RECs or AULs within the Project boundaries were found, except those described in **Table 10**.

Table 10 – REC or AUL Evidence

| Location | Description of REC | Description of REC Evidence Found | Recommended Action | Risk Level |
|--|---|--|---|------------|
| Northeast corner of existing Baker Boulevard Bridge. | Pole-mounted electrical transformer at the northeast corner of the existing Baker Boulevard bridge. | Potential PCB in the pole-mounted electrical transformer. As of the date of this ISA, the existence and/or levels of PCB's associated with the pole-mounted electrical transformer, had not been determined. | Comply with Caltrans Standard Specifications and Standard Special Provisions, as applicable. | Low |
| Throughout the Project area, along Baker Boulevard. | <ul style="list-style-type: none"> Three wooden utility poles present at the northeast, southeast and southwest corners of the existing bridge over Baker Boulevard. The existing bridge is constructed from treated redwood and features timber railings and plywood sidewalk planking, which may also have undergone treatment. | The Project Area contains treated wood utility poles and bridge structural elements which could potentially be disturbed during construction. Any treated wood encountered would be required to be disposed of as a hazardous waste. | Comply with Caltrans Standard Specifications and Standard Special Provisions, as applicable. | Low |
| Existing Baker Boulevard Bridge. | Structural concrete within the existing Baker Boulevard bridge. | The structural elements of the bridge, including concrete, was potentially formed with ACMs, if it was constructed before 1989. As the existing bridge within the Project area predates 1989, any structural concrete to be disturbed by the Project would require testing for ACMs. | Phase II Site Assessment. Comply with Caltrans Standard Specifications and Standard Special Provisions, as applicable. | Low |

| Location | Description of REC | Description of REC Evidence Found | Recommended Action | Risk Level |
|--|---|---|---|------------|
| Unpaved shoulders at the northeastern, northwestern and southwestern corners of the existing Bridge along Baker Boulevard. | Unpaved road shoulders along Baker Boulevard may contain ADL. | Any work in the unpaved shoulders along Baker Boulevard may disturb soils with an accumulation of ADL. If present, ADL could pose a health hazard to construction workers and impact management options for soil removal and/or placement on the site. Prior to preparation of final plans and specifications, an assessment for ADL along Baker Boulevard may be required. | Phase II Site Assessment. Comply with Caltrans Standard Specifications and Standard Special Provisions, as applicable. | Low |

7 Recommendations

The scope of this ISA is limited to anecdotal and visual evidence of potential RECs and does not include verification of RECs based upon environmental testing. Based on the governmental records search, aerial photograph and topographic map review, and visual site survey, the following actions are recommended to verify the presence/extent of RECs and evaluate the potential for remediation during the PS&E phase of the Project:

- **Low Risk:** Any leaking transformers observed during the course of the Project should be considered a potential PCB hazard. A detailed inspection of individual electrical transformers was not conducted for this ISA. However, should leaks from electrical transformers (that are present within 50 feet of proposed Project features) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the CCR and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the CCR and any other appropriate regulatory agency.
- **Low Risk:** It is recommended that an ACM inspection/survey is conducted by a Certified Asbestos Consultant or by a Certified Site Surveillance Technician working under a Certified Asbestos Consultant as part of a limited Phase II Site Assessment. At least 10 working days prior to the commencement of abatement work, notification submissions shall be submitted to the NESHAP. Abatement of ACM should be conducted by contractors certified to perform such work and in accordance with state and federal regulations. Waste management issues for ACM are regulated under CCR Title 22 and the NESHAP. Caltrans Standard Specifications regarding ACM will be included in the plan specifications and be implemented by the contractor, as applicable to ensure ACM is properly managed and removed from the Project site.

- Low Risk: ADL is commonly associated with transportation construction due to emissions from vehicles powered by lead gasoline. A limited Phase II Site Assessment is recommended to test for the presence of ADL contamination within the limits of proposed construction. Per Caltrans' agreement with DTSC, soil sampling for ADL will be conducted along unpaved shoulders that may be disturbed during construction activities. The Phase II Site Assessment should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the area extent and depths of planned construction activities adjacent to these sites. Criteria for construction safety practices when handling lead can be found in CCR, Title 8, Section 1532.1. If testing determines ADL to be present in unregulated and/or regulated earth materials within the planned construction area, then Caltrans Standard Specifications and Standard Special Provisions regarding ADL will be included in the Project specifications to be implemented by the contractor
- Low Risk: Treated wood from the bridge may contain chemicals, e.g. creosote, which poses a risk to human health and the environment and must be handled in accordance with CCR, Title 22, Division 4.5 implemented by the Department of Toxic Substances Control (DTSC). Section 14-11.14 provides guidelines on handling, storing, transporting, and disposing of Treated Wood Waste (TWW). Caltrans follows the regulations adopted by DTSC regarding TWW, which may be handled as a regulated solid waste and disposed of in a State Water Resources Control Board certified solid waste landfill.
- For any previously unknown hazardous waste/ material encountered during construction, the procedures outlined in **Appendix C**, Caltrans Unknown Hazards Procedure, will be followed.

If the Project area is anticipated to change (due to a change in the proposed Project or staging area), further investigation for potential hazardous waste generators would be required to determine their impact to the revised Project limits. The Project area is not anticipated to change; therefore, additional searches are not anticipated at this time for the proposed Project.

8 Limitations

The ISA for the Project located in the community of Baker, San Bernardino County, California was performed in general accordance with the ASTM International Standard E-1527-21. During the performance of the assessment, all readily available materials pertaining to the Project area were collected and reviewed to prepare this document. This assessment is not a full-scale environmental site investigation to prove that the Project area is environmentally devoid of hazardous or toxic materials. Information and data were provided by presumably competent third parties with knowledge about the site and surrounding areas. The presence of radioactive materials and biological hazards was not specifically investigated.

This ISA consists of professional opinions and recommendations made in accordance with generally accepted environmental principles and practices. The conclusions are based upon an evaluation of the information gathered and general observations of conditions prevalent at the Project site during the site visit. This ISA does not otherwise provide any implied or expressed

guarantees regarding the characteristics or conditions of environmental media in the Project area.

Appendices A through G Not Included due to size.