

Appendix E Environmental Commitments Record (ECR)

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ENVIRONMENTAL COMMITMENTS RECORD (ECR)

08-SBD-215 PM 0.58/1.66

EA 08-0J0700

PN 0800000282

Interstate 215/Barton Road Interchange Improvement Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Task Completed		Commitment Source	Comments
					Signature	Date		
PARKS AND RECREATIONAL FACILITIES								
PRF-1	Cal Skate Grand Terrace Access. Access to Cal Skate Grand Terrace roller skating rink will be maintained throughout construction for Alternative 6 and Modified Alternative 7.	IS/EA Section 2.1	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction				
PRF-2	Grand Terrace Fitness Park Access. The construction contract will specifically stipulate that no staging or storage of materials will be allowed on any part of Grand Terrace Fitness Park for any duration, and further that no obstruction of access to the Park will be allowed at any time in conjunction with Project Construction. Additionally, with respect to potential temporary noise and air quality impacts, Measures AQ-1, AQ-2, AQ-3, AQ-4, AQ-5, N-1, and N-2 are stipulated as also being specifically applicable while construction activities are occurring in close proximity to Grand Terrace Fitness Park.	IS/EA Section 2.1	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During final design and construction				
COMMUNITY IMPACTS								
CI-1	Community Outreach Program. During Final Design, the Project team will develop and implement a community outreach and public involvement program to inform the community including Grand Terrace Elementary School about Project construction activities.	CIA, IS/EA, Section 2.3	SANBAG/Caltrans	During final design			Caltrans Policy	
CI-2	Construction Management Program. The Project team will develop and implement a construction management program that maintains access to and from the Project area through signage, detours, and flag persons.	IS/EA, Section 2.3	SANBAG/Caltrans	During final design			Caltrans Policy	
REL-1	The Uniform Act. All affected property owners will be provided with a copy of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (Public Law 91-646, 84 Statutes 1894). As the Project Sponsor, the San Bernardino Associated Governments (SANBAG) will ensure the Project complies with the Uniform Act. The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by its projects. The Uniform Act provides for uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies.	DRIS, IS/EA, Section 2.3	SANBAG/Caltrans	During final design			Caltrans Policy, local, State and federal regulations	
REL-2	Replacement Housing. Where acquisition and relocation are unavoidable, the provisions of the Uniform Act would be followed. An independent appraisal of the affected property will be obtained, and an offer for the full appraisal would be made. The Uniform Act requires that comparable, decent, safe, and sanitary replacement housing that is within a person's financial means be made available before that person may be displaced. In the event that such replacement housing is not available for persons displaced by the Project within the statutory limits for replacement housing payments, last resort housing may be provided in a number of prescribed ways.	DRIS, IS/EA, Section 2.3	SANBAG/Caltrans	During final design			Caltrans Policy, local, State and federal regulations	
UTILITIES AND EMERGENCY SYSTEMS								
UES-1	Utility Protection in Place. Prior to commencement of construction, all affected utility providers will be contacted to establish exact procedures and specifications for all facilities to be protected in place or relocated during construction to ensure that utility services are not disrupted.	IS/EA, Section 2.4	SANBAG/Caltrans	Prior to construction				
UES-2	Utility Relocation. Prior to commencement of construction, the utility providers for utilities requiring relocation will be contacted to inform the utility users in advance about the date and timing of service disruptions.	IS/EA, Section 2.4	SANBAG/Caltrans	Prior to construction				
TRAFFIC AND TRANSPORTATION								
TR-1	Transportation Management Plan. A detailed Transportation Management Plan (TMP) will be prepared during the final design phase of the Project. The objective of the TMP is to minimize the potential impacts that construction activities may have on the traveling public and emergency services providers. Preparation of the TMP will be coordinated with the emergency services	CIA, IS/EA Section 2.5	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During final design and construction				

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	<p>providers in the Project vicinity to minimize response delays resulting from traffic delays, temporary ramp and lane closures, and detours during Project construction.</p> <p>The TMP for the Project will include the following elements and strategies:</p> <ul style="list-style-type: none"> a) During construction, the contractor will be required to coordinate all temporary ramp closures and detour plans with the Colton Joint Unified School District, as well as with applicable fire, emergency, medical, and law enforcement providers, to minimize temporary delays in school trips and provider response times. b) The TMP will include construction staging, detours, and road closures, as applicable. c) The Project will provide access to the parking area and gate for Grand Terrace Fitness Park at all times from Grand Terrace Road. d) Traffic control plans and related specifications, to be completed during final design of the Project, will be developed in accordance with the Work Area Traffic Control Handbook (also referred to as the WATCH manual), Section 5 of the California Department of Transportation (Caltrans) Traffic Manual, Caltrans Standard Plans, and applicable city requirements. These plans and specifications will include elements such as: advance roadside signs and portable changeable message signs (CMSs); traffic surveillance; lane/shoulder closures; and temporary signing/stripping on local streets, the Interstate 215 (I-215) ramps, and the I-215 mainline. Temporary overnight lane closures of I-215 are anticipated during construction. Lane closures along the mainline, which will be limited to nighttime and will maintain at least one lane in each direction, will be coordinated with Caltrans. e) The Project will implement a Construction Zone Enhanced Enforcement Program (COZEEP) and use California Highway Patrol (CHP) officers to enforce lane closures and provide a visual deterrent to errant/speeding vehicles. f) The Project will implement a Public Awareness Campaign (PAC). Although any lane closures will occur at night, there will still be a potential temporary impact to vehicles traveling through the construction zone. The purpose of this PAC is to keep the surrounding community abreast of the Project's progress and construction activities that could affect the public's travel plans, as well as to minimize delays or confusion to the motoring public during construction activities. Mailers/flyers and local newspaper advertising will be used to disseminate this information. g) The Project will implement a Construction Freeway Service Patrol (CFSP) program. The CFSP will provide tow truck service to aid stranded motorists and remove disabled vehicles from the traveled way or shoulders. h) The Project will implement the following construction strategies to minimize construction-related impacts: <ul style="list-style-type: none"> i. Perform major construction activities at off-peak hours, such as at night or during the weekends, when feasible and reasonable. ii. Finalize ramp closure charts during the final design phase. During final design, the lane and ramp closures will be presented to the Caltrans Lane Closures Review Committee (LCRC) for approval. iii. Coordinate construction with adjacent projects. Coordination is important to address possible temporary increases in traffic due to detours from adjacent projects. Construction of the adjacent projects is anticipated to be completed prior to construction of the Project. iv. All ramp reconstruction and local street widening will be constructed in stages to minimize disruption. i) The Project will include provisions for maintaining pedestrian and bicycle 							

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	access at all times during construction. j) The Project will include contingency plans that specify the actions that will be taken in the event that something unexpected occurs with respect to construction activities or traffic operations. The contractor will review these plans and incorporate them into the contractor's contingency plan.							
VISUAL/AESTHETICS								
VIS-1	Landscape Plan. A landscape plan will be prepared that identifies all opportunities to use areas within the State right of way for full landscaping consistent with the <i>Interstate 215 (I-215) Bi-County Aesthetic Concept</i> . This will include landscaping for graded areas with plant species consistent with adjacent vegetation and enhancement of new Project structures (ramps, sound barriers, and retaining walls) to the extent feasible. This plan will incorporate all applicable procedures and requirements detailed in the California Department of Transportation (Caltrans) <i>Highway Design Manual</i> , Section 902.1, Planting Guidelines (November 2001), and individual local policies as applicable.	VIA, IS/EA, Section 2.6	SANBAG/Caltrans Landscape Architect	During final design			I-215 Bi-County Aesthetic Concept, Highway Design Manual Planting Guidelines	
VIS-2	Hardscape Plan. A Hardscape Plan with aesthetic enhancements of retaining and sound barriers, bridges, and other hardscape will be incorporated into the final design of the Project consistent with the <i>I-215 Bi-County Aesthetic Concept</i> and applicable goals and policies in the affected City General Plan. The design of all hardscape features is required to comply with Caltrans standards for sound attenuation (where the walls/barriers provide that function), safety requirements, and other pertinent standards. The design of sound barriers requires compliance with the Caltrans <i>Highway Design Manual</i> Standards, and aesthetic treatments will be reviewed and approved by the Caltrans District 8 Landscape Architect. The sound barriers should include the following features: a) Aesthetic treatments will be incorporated into barrier designs to increase the visual quality of the area and to provide an expression of the regional "sense of place." b) To the maximum extent feasible, trees and shrubs will be provided in available spaces, and textured walls and vines will be used on barriers to soften the appearance of the wall and deter graffiti.	VIA, IS/EA, Section 2.6	SANBAG/Caltrans Landscape Architect/Resident Engineer/ Construction Contractor	During final design and construction			I-215 Bi-County Aesthetic Concept, Highway Design Manual Planting Guidelines	
VIS-3	Lighting. The lighting fixtures will be selected and installed to minimize glare on adjacent properties and into the night sky. Lighting will be shielded with nonglare hoods and focused within the Project right of way. The lighting plan will be reviewed and approved by the Caltrans District 8 Landscape Architect prior to construction to ensure compliance with these criteria.	VIA, IS/EA, Section 2.6	SANBAG/Caltrans Landscape Architect/Resident Engineer/ Construction Contractor	During final design and construction			Caltrans Policy	
CULTURAL RESOURCES								
CR-1	Cultural Materials. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	IS/EA, Section 2.7	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			Caltrans SSPs, CEQA	
CR-2	Human Remains. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County of San Bernardino Coroner contacted. Pursuant to California Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the California Department of Transportation District 8 Cultural Studies Branch Chief so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	IS/EA, Section 2.7	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			Caltrans SSPs, CEQA	

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WATER QUALITY								
WQ-1	General Permit (Construction). Construction will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002), and any subsequent permit as they relate to construction activities for the Project. This will include submission of the Permit Registration Documents, including a Notice of Intent (NOI), risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and signed certification statement to the State Water Resources Control Board (SWRCB) at least 14 days prior to the start of construction. The SWPPP will meet the requirements of the Construction General Permit, which includes identifying potential pollutant sources associated with construction activities; identifying nonstorm water discharges; developing a water quality monitoring and sampling plan; and identifying, implementing, and maintaining Best Management Practices (BMPs) to reduce or eliminate pollutants associated with the construction site. The BMPs identified in the SWPPP will be implemented during Project construction. A Notice of Termination (NOT) will be submitted to the SWRCB upon completion of construction and stabilization of the site.	WQTS, IS/EA, Section 2.8	SANBAG/Caltrans	Prior to and during construction			NPDES permit	
WQ-2	Stormwater Management and NPDES Permits. Caltrans and City/County NPDES permit requirements will be followed for the operation of Post-Construction Treatment BMPs for the Project. This will include coordination with the Santa Ana Regional Water Quality Control Board (RWQCB) with respect to feasibility, maintenance, and monitoring of Treatment BMPs.	WQTS, IS/EA, Section 2.8	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During final design and operation			NPDES permit	
GEOLOGY AND SOILS								
GEO-1	Geotechnical Investigation. During the Plans, Specifications, and Estimates (PS&E) phase, a detailed geotechnical investigation will be conducted by qualified geotechnical personnel to assess the geotechnical conditions at the Project area. The geotechnical investigation will include exploratory borings to investigate site-specific soils and conditions and to collect samples of subsurface soils for laboratory testing. Those soil samples will be tested to evaluate liquefaction potential, collapsibility potential, stability, and corrosion potential. The Project-specific findings and recommendations of the geotechnical investigation will be summarized in a Structure Foundation Report (SFR) and a Geotechnical Design Report (GDR) to be submitted to the California Department of Transportation (Caltrans) for review and approval. Those findings and recommendations will be incorporated in the final design of the selected Build Alternative.	Prelim Geotech Investigation IS/EA, Section 2.9	SANBAG/Caltrans	During final design			Caltrans SSPs	
PALEONTOLOGY								
PAL-1	Paleontological Mitigation Plan. During Plans, Specifications, and Estimates (PS&E), a Paleontological Mitigation Plan (PMP) will be prepared and adhered to during construction. The PMP will follow the guidelines of the California Department of Transportation (Caltrans) and the Society of Vertebrate Paleontologists (SVP). The PMP will include, but not be limited to, the following: a) A preconstruction field survey, including salvage of any observed surface paleontological resources, prior to the beginning of grading. b) Attendance at the pregrade meeting by a qualified paleontologist or his/her representative. At this meeting, the paleontologist will explain the likelihood for encountering paleontological resources, what resources may be discovered, and the methods that will be employed if paleontological resources are discovered. c) During construction excavation, a qualified vertebrate paleontological monitor will initially be present on a full-time basis whenever excavation will occur within sediments that have a high sensitivity rating. Monitoring may be reduced to a part-time basis if no resources are being discovered in	PIR/PER, IS/EA, Section 2.10	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During final design and construction			Caltrans SSPs, CEQA	

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	<p>sediments with a high sensitivity rating (monitoring reductions and when they occur will be determined by the qualified Principal Paleontologist). The monitor will inspect fresh cuts and/or spoils piles to recover paleontological resources. The monitor will be empowered to temporarily divert construction equipment away from the immediate area of a discovery. The monitor will be equipped to rapidly stabilize and remove fossils to avoid prolonged delays to construction schedules. If large mammal fossils or large concentrations of fossils are encountered, Caltrans and the San Bernardino Association of Governments (SANBAG) will consider using heavy equipment to assist in the speedy and safe removal and collection of large materials.</p> <p>d) Localized concentrations of small (or micro-) vertebrates may be found in all native sediments. Therefore, it is recommended that these native sediments occasionally be spot-tested by screening through 1/20-inch mesh screens to determine whether microfossils are present. If microfossils are encountered, sediment samples (up to 12 cubic yards, or 6,000 pounds) will be collected and processed through 1/20-inch mesh screens to recover additional fossils.</p> <p>e) Recovered specimens will be prepared to the point of identification and permanent preservation. This includes the sorting of any washed mass samples to recover small invertebrate and vertebrate fossils, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the storage cost, and the addition of approved chemical hardeners/stabilizers to fragile specimens.</p> <p>f) Specimens will be identified to the most specific taxonomic level possible and curated at an institutional repository with retrievable storage. Repository institutions usually charge a one-time fee based on the volume of material, so removing surplus sediment is important. The repository institution may be a local museum or university that has a curator who can retrieve the specimens on request. Caltrans and SVP require that a draft curation agreement be in place with an approved curation facility prior to the initiation of any paleontological monitoring or mitigation activities.</p> <p>g) A Final Report will be presented to Caltrans and the repository institution, describing all salvage activities, geology, and the paleontological resources recovered and their distribution.</p>							
HAZARDOUS WASTE								
Measures HAZ-1, HAZ-9, and HAZ-12 were completed as part of the PSIs conducted in November 2013 through January 2014.								
HAZ-1	Historic Agricultural Properties. Prior to completion of the Project Approval/Environmental Document (PA/ED) phase, soil sampling for pesticides will be conducted in areas of historic agricultural use that have not previously been disturbed by the excavation activities associated with the ongoing I-215 Bi-County HOV Lane Gap Closure Project (EA#: 0M940). If these areas will be disturbed by the Project (through grading, etc.), soil samples should be analyzed for organochlorine pesticides (OCPs) using United States Environmental Protection Agency (EPA) Methods 8081. The analytical results of the soil sampling will be used to determine the appropriate handling, removal, containment, and off-site transportation and disposal of any contaminated soils, as appropriate. Testing on undisturbed historical or current agricultural areas is ongoing.	ISA, IS/EA, Section 2.11	SANBAG/Caltrans	During final design			Caltrans Policy, local, State and federal regulations	
HAZ-2	Striping and Pavement Markings. Striping paint along Interstate 215 (I-215)/Barton Road and ancillary roads in the Project area will be sampled and tested for lead chromate by trained and/or licensed professionals in areas not already tested and remediated as part of the I-215 Bi-County HOV Lane Gap Closure Project. The field and analytical data obtained during this study will be used to provide a review of the sampling locations and descriptions, a summary of the analytical results, and recommendations for striping paint removal, containment, and off-site transportation and disposal, as appropriate.	ISA, IS/EA, Section 2.11	SANBAG/Caltrans	During final design			Caltrans Policy, local, State and federal regulations	
HAZ-3	Transformers. If transformer removal is required, Southern California Edison	ISA, IS/EA,	SANBAG/Caltrans	During construction			Caltrans Policy, local, State	

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	will be contacted prior to handling or removal of electric transformers. Should utility poles require removal, additional sampling and analysis will be conducted to determine the presence of creosote (often associated with the preservation of wooden electric poles) and appropriate disposal methods. Any hazardous transformers or poles that are disturbed/removed will be disposed of in accordance with the California Health and Safety Code.	Section 2.11					and federal regulations	
HAZ-4	Lead Compliance Plan. Prior to construction, construction contractors excavating, transporting, or stockpiling soil will prepare a Lead Compliance Plan in accordance with the California Department of Transportation (Caltrans) Code of Safety Practices, the California Code of Regulations, and California Division of Occupational Safety and Health (Cal-OSHA) standards. The Lead Compliance Plan will address the presence of aerially deposited lead (ADL) in the soils within the Project area and the health and safety of construction workers.	ISA, IS/EA, Section 2.11	SANBAG/Caltrans/Resident Engineer/Construction Contractor	Prior to construction			Caltrans Policy, local, State and federal regulations	
HAZ-5	Aerially-Deposited Lead Investigation Report. Prior to construction, the testing results of the ADL Investigation Report will be provided to the construction contractor handling on-site soils during construction.	ISA, IS/EA, Section 2.11	SANBAG/Caltrans/Resident Engineer	Prior to construction			Caltrans Policy, local, State and federal regulations	
HAZ-6	Transite Piping. During construction, if signs of transite piping are observed, construction in the area will be halted and sampling and analysis for asbestos conducted. The analytical results of the soil sampling will be used to determine the appropriate handling, removal, containment, and off-site transportation and disposal of asbestos-containing transite piping, as appropriate.	ISA, IS/EA, Section 2.11	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			Caltrans Policy, local, State and federal regulations	
HAZ-7	Asbestos-Containing Materials and Lead-Based Paint. After property acquisition and prior to demolition, building structures planned for demolition within the Project area will be assessed for the possible presence of ACM and LBP. These studies will be conducted by trained and/or licensed professionals and will comply with the EPA, National Emission Standards for Hazardous Air Pollutants (NESHAPs) 40 Code of Federal Regulation (CFR), Southern California Air Quality Management District (SCAQMD) Rule 1403, Housing and Urban Development (HUD), and California Department of Public Health (CDPH) guidelines. The results of these studies will provide a description of the ACM and LBP locations, estimated quantity, and recommendations for removal, containment, and off-site transportation and disposal.	ISA, IS/EA, Section 2.11	SANBAG/Caltrans	After property acquisition and prior to demolition			Caltrans Policy, local, State and federal regulations	
HAZ-8	SCAQMD Rule 1403. Notification and applicable fees will be submitted to the SCAQMD at least 10 days prior to proceeding with any demolition or renovation of a structure (refer to SCAQMD Rule 1403 (d)(1)(B)). The construction contractor will adhere to the requirements of SCAQMD Rule 1403 during renovation and demolition activities.	ISA, IS/EA, Section 2.11	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During final design and construction			Caltrans Policy, local, State and federal regulations	
HAZ-9	Soil Sampling. Soil sampling will be performed at all locations within the Project area with potential hazardous waste concerns, prior to completion of PA&ED. These properties should be analyzed, at a minimum, for total petroleum hydrocarbons with carbon chain analysis, VOCs including fuel oxygenates and chlorinated solvents, and Title 22 Metals, using EPA Methods 8015B, 8260B, and 6010B/7471A, respectively. Testing at affected properties listed in Table 2.11.A is ongoing.	ISA, IS/EA, Section 2.11	SANBAG/Caltrans	Prior to project and environmental document approval			Caltrans Policy, local, State and federal regulations	
HAZ-10	Groundwater. Although excavation activities associated with the Project are not likely to encounter groundwater, should groundwater be encountered during construction/excavation activities and dewatering become necessary, regulatory compliance and permitting consistent with Santa Ana Regional Water Quality Control Board (SARWQCB) and National Pollutant Discharge Elimination System (NPDES) requirements should be adhered to, and groundwater sampling should be conducted.	ISA, IS/EA, Section 2.11	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			Caltrans Policy, local, State and federal regulations	
HAZ-11	Unknown Hazards. During construction, soil excavations will be monitored for visible soil staining, odor, and the possible presence of unknown hazardous material sources, such as contaminated soil or buried 55-gallon drums and underground tanks. The contents of the partial, or partially buried, drum will be assessed and disposed of appropriately if this property is acquired as part of	IS/EA, Section 2.11	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			Caltrans Policy, local, State and federal regulations	

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	the Project. The resident engineer overseeing construction will have available field monitoring equipment (e.g., photoionization detector [PID]) on site to facilitate timely detection of potentially hazardous conditions in the field. If signs of potential impact (odors, discolored soil, etc.) are noted or observed during construction activity, sampling and analysis should be conducted. Soil samples should be analyzed for total petroleum hydrocarbons (TPH) with carbon chain analysis using EPA Method 8015B and VOCs by EPA Method 8260B where run-off may have collected. If other hazardous materials contamination or sources are suspected or identified during Project construction activities, an environmental professional will evaluate the course of action required. This course of action will follow the Unknown Hazards Procedures described in Chapter 7 of the <i>Caltrans Construction Manual</i> (August 2006).							
HAZ-12	Preliminary Site Investigations. To determine if special handling, treatment, or disposal provisions associated with hazardous wastes will be required for the Project, Preliminary Site Investigation(s) will be performed on parcels that may have Environmental Conditions based on the results of the ISA. The PSIs will be performed prior to completion of the Preliminary Engineering (Project Approval and Environmental Document, PA&ED) phase of the project for parcels that may be potentially impacted by any of the proposed Build Alternatives.	ISA, IS/EA, Section 2.11	SANBAG/Caltrans	Prior to project and environmental document approval			Caltrans Policy, local, State and federal regulations	
HAZ-13	Notice of Unauthorized Release. Prior to grading at Assessor's Parcel Number (APN) 0275-231-68, the responsible party will submit a Notice of Unauthorized Release, which documents the nature and extent of contamination, to the appropriate regulatory agency (either RWQCB or the Department of Toxic Substances Control [DTSC]).	PSIs, IS/EA, Section 2.11	SANBAG/Caltrans	Prior to grading at APN 0275-231-68			Caltrans Policy, local, State and federal regulations	
HAZ-14	Supplemental Site Investigation (SSI) Workplan. Prior to the start of grading at APN 0275-231-68, an SSI Workplan will be developed, approved by Caltrans and the regulatory agency, and implemented to refine the lateral and vertical extent of tetrachloroethene (PCE) contamination in order to fully capture the extent of the soil vapor extraction (SVE) or equivalent remediation program. The SSI Workplan will include the following or equivalent: a) Advance one additional soil vapor sampling location near 21900-15. Additional soil vapor probes should be installed at 10-foot (ft) intervals to 10 ft above groundwater. b) Advance additional soil vapor locations off site to the west, south, and east of the property. c) Install three groundwater monitoring wells, one in the vicinity of the former dry cleaner and two additional locations, to establish the groundwater gradient. d) Develop newly installed groundwater monitoring wells and conduct groundwater monitoring.	PSIs, IS/EA, Section 2.11	SANBAG/Caltrans	Prior to grading at APN 0275-231-68			Caltrans Policy, local, State and federal regulations	
HAZ-15	SVE Pilot Test Workplan. Prior to grading at APN 0275-231-68, an SVE Pilot Test Workplan will be developed, approved by the regulatory agency, and implemented. The purpose of the pilot test is to determine if SVE is the appropriate remediation technique to reduce PCE soil vapor levels to below the California Environmental Protection Agency California Human Health Screening Levels (CHHSLs) Commercial/Industrial Land Use Scenario, 2005. The SVE Pilot Test Workplan will include the following or equivalent: a) A temporary SVE unit equipped with an SCAQMD 1166 Various Locations Permit b) SVE extraction wells located in the vicinity of the former A-1 Dry Cleaner building, and the western, southern, and eastern property boundaries c) SVE monitoring points	PSIs, IS/EA, Section 2.11	SANBAG/Caltrans	Prior to grading at APN 0275-231-68			Caltrans Policy, local, State and federal regulations	

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	The results of the SVE Pilot Test Workplan will be reported to the regulatory agency and used to develop and implement a final remediation plan during the final design phase.							
HAZ-16	<p>Final Remediation Action Plan. Prior to grading at APN 0275-231-68, a final remediation action plan will be prepared, approved by the regulatory agency, and implemented to reduce soil vapor levels to below the California Environmental Protection Agency CHHSLs Commercial/Industrial Land Use Scenario, 2005. The final remediation plan will rely on the results of the SSI Workplan and SVE Pilot Test Workplan to determine the appropriate remediation strategy. If grading within the area of contamination begins before the soil vapor tests report levels below the CHHSLs, additional measures will be put into place during grading. At a minimum, these measures will include:</p> <p>a) Obtain a Rule 1166 permit from the SCAQMD b) 1166 monitoring for volatile organic compounds (VOCs) during excavation performed with a photoionization detector c) Monitor breathing zone for VOCs with a photoionization detector</p>	PSIs, IS/EA, Section 2.11	SANBAG/Caltrans	Prior to grading at APN 0275-231-68			Caltrans Policy, local, State and federal regulations	
AIR QUALITY								
AQ-1	<p>SCAQMD Rule 403. During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the South Coast Air Quality Management District (SCAQMD) Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in Project specifications. Visible dust beyond the property line emanating from the Project will be prevented to the maximum extent feasible.</p>	AQA, IS/EA, Section 2.12	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			SCAQMD	
AQ-2	<p>Ozone Precursors. Project grading plans will show the duration of construction. Ozone (O₃) precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications.</p>	AQA, IS/EA, Section 2.12	SANBAG/Caltrans/Resident Engineer/Construction Contractor	Prior and during construction			SCAQMD	
AQ-3	<p>State Vehicle Code Section 23117. All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.</p>	AQA, IS/EA, Section 2.12	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			SCAQMD	
AQ-4	<p>Caltrans Standard Specifications. Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in long-term adverse conditions. Implementation of the following measures, some of which may also be required for other purposes such as storm water pollution control, will reduce any air quality impacts resulting from construction activities. The contractor will adhere to California Department of Transportation (Caltrans) Standard Specifications for Construction (Sections 14.9-02 and 14-9.03), specifically including:</p> <p>a) Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. b) Section 14-9.03 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are described in Section 18. c) Water or dust palliative will be applied to the site and equipment as often as</p>	IS/EA, Section 2.12	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			Caltrans SSPs	

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	<p>necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emissions or at the right-of-way line depending on local regulations.</p> <p>d) Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.</p> <p>e) Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.</p> <p>f) Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by CA Code of Regulations Title 17, Section 93114.</p> <p>g) A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.</p> <p>h) Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.</p> <p>i) ESA (Environmentally Sensitive Area)-like areas or their equivalent will be established near sensitive air receptors. Within these areas construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.</p> <p>j) Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.</p> <p>k) All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust (particulate matter) during transportation.</p> <p>l) Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to decrease particulate matter.</p> <p>m) To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.</p> <p>n) Mulch will be installed or vegetation planted as soon as practical after grading to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues and may need to use controls such as dampened straw.</p>							
AQ-5	Construction Equipment Staging Areas. Construction equipment staging areas will be located at least 200 feet from sensitive receptors.	IS/EA Section 2.12	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction				
NOISE								
N-1	Noise Control, Caltrans SSP 14-8.02. The control of noise from construction activities within the California Department of Transportation (Caltrans) right of way will conform to the Caltrans Standard Special Provisions (SSP), Section 14-8.02, "Noise Control." The noise level from the Contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., will not exceed 86 A-weighted decibels (dBA) at a distance of 50 ft. The Contractor will use an alternative warning method instead of a sound signal unless required by safety laws. In addition, the Contractor will equip all internal combustion engines with the manufacturer-recommended muffler and will not operate any internal combustion engine on the job site without the appropriate muffler.	NSR, IS/EA, Section 2.13	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			NSR, Caltrans SSPs	

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N-2	Construction Noise Standards. In accordance with the City of Colton Bid and Contract template and the City of Grand Terrace Municipal Code, construction activities within the City of Colton will be limited to between the hours of 7:00 a.m. and 5:00 p.m., Monday through Friday, excluding weekends and holidays, and within the City of Grand Terrace, construction activities will be limited to between the hours of 7:00 a.m. and 8:00 p.m., Monday through Friday, excluding weekends and holidays.	NSR, IS/EA, Section 2.13	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			NSR, Local regulations	
N-3	Noise Abatement. If there is a change in the Preferred Alternative, and the Project proceeds to construction based on Alternative 6, a sound barrier with a length of 926 ft and an average height of 16 ft (Sound Barrier [SB] No. 13) would be planned to be constructed at the State right of way based on Alternative 6 in conjunction with final design.	NADR, IS/EA, Section 2.13	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction				
N-4	Sound Barrier Reconstruction. The portion the of the sound barrier constructed as part of the Interstate (I-215) Bi-County High-Occupancy Vehicle (HOV) Lane Gap Closure Project, located adjacent to the Grand Royal Mobile Estates, to be removed during project construction will be reconstructed along the planned new State right of way line based on Modified Alternative 7 in conjunction with final design.	IS/EA, Section 2.13	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction				
WETLANDS AND OTHER WATERS								
WET-1	Streambed Alteration Agreement. Prior to construction, a Section 1602 Streambed Alteration Agreement will be obtained from the California Department of Fish and Wildlife (CDFW).	NESMI, IS/EA, Section 2.15	SANBAG/Caltrans	Prior to construction			NES, federal regulations	
WET-2	Water Quality Certification. Prior to construction, a certification of water quality from the Santa Ana Regional Water Quality Control Board (RWQCB) Region 8, pursuant to Section 401 of the federal Clean Water Act (CWA), will be obtained.	NESMI, IS/EA, Section 2.15	SANBAG/Caltrans	Prior to construction			NES, State and federal regulations	
WET-3	Compliance with the Nationwide Permit Program. During construction, the Project will comply with the Nationwide Permit Program, pursuant to Section 404 of the federal CWA.	NESMI, IS/EA, Section 2.15	SANBAG/Caltrans	During construction			NES, State regulations	
ANIMAL SPECIES								
AS-1	Migratory Bird Treaty Act. In compliance with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, during construction, the construction contractor will restrict vegetation clearing to outside the active breeding season (February 15–August 31) for birds. If vegetation clearing is scheduled during the breeding season, a qualified biologist will conduct clearance surveys for active bird nesting immediately prior to any clearing of vegetation. During the clearance surveys, the location of any active bird nests will be mapped by the biologist, and an appropriate buffer (e.g., 250-foot [ft] buffer for raptors) where work will not take place will be established and monitored. The buffer will be delineated by roping or flagging the boundaries and will remain in place until the nest is either abandoned or the young have fledged.	NESMI, IS/EA, Section 2.17	SANBAG/Caltrans/Resident Engineer/Construction Contractor	During construction			NES, State and federal regulations	
AS-2	Burrowing Owl Survey Protocol. Consistent with the <i>California Department of Fish and Wildlife (CDFW) Burrowing Owl Survey Protocol and Mitigation Guidelines</i> (prepared by the California Burrowing Owl Consortium, April 1993), a preconstruction survey will be conducted by a qualified biologist within 30 days prior to Project-related ground-disturbing activities to ensure that burrowing owls are not occupying potentially suitable ruderal fields. If owls are determined to be present outside the nesting season (February 15–August 31), coordination with the CDFW will occur to passively relocate the burrowing owls. If nesting burrowing owls are determined to be present during the nesting season, construction activities within a 300 ft buffer of the occupied burrow will be prohibited until the end of nesting season or until it is determined that the owls are not utilizing the burrow as a nest.	NESMI, IS/EA, Section 2.17	SANBAG/Caltrans	During final design and Prior to Construction			NES, State regulations	
INVASIVE SPECIES								
INV-1	Executive Order 13112. In compliance with Executive Order (EO) 13112, a weed abatement program will be developed to minimize the importation of	IS/EA, Section 2.19	SANBAG/Caltrans/Resident Engineer/Construction	During construction and operation			NES, federal regulations	

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	<p>nonnative plant material during and after construction. Eradication strategies will be employed should an invasion occur. At a minimum, this program will include:</p> <ul style="list-style-type: none"> a) During construction, the construction contractor will inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another. b) During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible. c) During construction, the construction contractor will ensure that all active portions of the construction site are watered as needed due to dry or windy conditions to prevent excessive amounts of dust. d) During construction, the construction contractor will ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust. e) During construction, soil/gravel/rock will be obtained from weed-free sources. f) Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. g) After construction, affected areas adjacent to native vegetation will be revegetated with plant species native to the vicinity and approved by the California Department of Transportation (Caltrans) District Biologist. h) After construction, all revegetated areas will avoid the use of species listed in California Invasive Plant Council's (Cal-IPC's) California Invasive Plant Inventory. i) After construction, erosion control and revegetation sites will be monitored for 2 to 3 years after construction to detect nonnative species prior to the establishment of the native vegetation. j) Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist. 		Contractor					

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