

Appendix C Environmental Commitments Record

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Date:

ENVIRONMENTAL COMMITMENT RECORD

08-RIV-91 PM 21.5/21.7

08-RIV-215 PM 43.2/45.3

08-SBD-215 PM 0.0/5.1

EA 0M940

Environmental Coordinator:

(ECR)

Phone No:

I-215 Bi-County HOV Lane Gap Closure Project

Generalist:

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Task Completed		Commitment Source	Comments
					Signature	Date		
AESTHETICS								
AES-1	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 215/91 Corridor Master Plan. 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 (Department) <i>Highway Design Manual</i> , Section 902.1, Planting Guidelines (November 2001), and individual local policies as applicable.	IS/MND, Section 2.1	SANBAG/Department Landscape Architect	During final design			215/91 Corridor Master Plan, Highway Design Manual Planting Guidelines	
AES-2	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 215/91 Corridor Master Plan and applicable goals and policies in the affected County and City General Plans. The design of all hardscape features is required to comply with Department 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 Highway Design Manual standards, and aesthetic treatments will be reviewed and approved by the Department's Landscape Architect. The sound barriers should include the following features: <ul style="list-style-type: none"> 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." To the maximum extent feasible, trees and shrubs will be provided in available spaces, and vines will be used on barriers to soften the appearance of the wall and deter graffiti. 	IS/MND, Section 2.1	SANBAG/Department Landscape Architect	During final design			215/91 Corridor Master Plan, Highway Design Manual Planting Guidelines	
AES-3	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 State right-of-way for Interstate 215 (I-215). The lighting plan will be reviewed and approved by the Department's Landscape Architect prior to construction to ensure compliance with these criteria.	IS/MND, Section 2.1	SANBAG/Department Landscape Architect/Resident Engineer/Construction Contractor	During final design and construction			Department Policy	
AIR QUALITY								
AQ-1	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 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.	IS/MND, Section 2.3	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			SCAQMD	
AQ-2	Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications.	IS/MND, Section 2.3	SANBAG/Department/Resident Engineer/Construction Contractor	Prior and during construction			SCAQMD	
AQ-3	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.	IS/MND, Section 2.3	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			SCAQMD	
AQ-4	The contractor will adhere to California Department of Transportation (Department) Standard Specifications for Construction (Sections 10 and 18 [Dust Control] and Section 39-3.06 [Asphalt Concrete Plant Emissions]).	IS/MND, Section 2.3	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs	
AQ-5	Should the project geologist determine that asbestos-containing materials (ACMs) are present at the project study area during final inspection prior to construction, the appropriate methods will be implemented to remove ACMs.	IS/MND, Section 2.3	SANBAG/Department/Resident Engineer/Construction Contractor	Prior to Construction			SCAQMD, Department SSPs	
BIOLOGICAL RESOURCES								
BIO-1	Permanent impacts to native riparian habitat, which includes designated southwestern willow flycatcher (<i>Empidonax traillii extimus</i>) critical habitat and proposed Santa Ana sucker (<i>Catostomus santaanae</i>) critical habitat, will be mitigated through contribution to an in-lieu fee program, such as the Santa Ana Watershed Association In-Lieu Fee Program, at a minimum 1:1 ratio. If an in-lieu fee program is not available, on-site or off-site habitat replacement for permanent impacts will be conducted. This approach is less desirable than contribution to an in-lieu fee program, as it would result in restoration of a small, isolated patch of riparian vegetation. However, if this approach is required, appropriate maintenance and monitoring procedures will be discussed and agreed upon with the resource agencies.	IS/MND, Section 2.4	SANBAG/Department	After construction			NES, USFWS, CDFG	

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ENVIRONMENTAL COMMITMENT RECORD

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08-RIV-91 PM 21.5/21.7
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 08-SBD-215 PM 0.0/5.1
 EA 0M940
 I-215 Bi-County HOV Lane Gap Closure Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Task Completed		Commitment Source	Comments
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BIO-2	Temporary impacts to native riparian habitat, which includes designated southwestern willow flycatcher critical habitat and proposed Santa Ana sucker critical habitat, will be mitigated as follows: <ul style="list-style-type: none"> Vegetation within temporary impact areas may be trimmed and/or crushed; however, root systems will be left in place to the fullest extent possible, allowing natural revegetation to occur. In temporary impact areas where vegetation is damaged to the extent that it is likely that natural regrowth will not occur, temporary impact areas will be restored to preconstruction conditions through replanting. Appropriate maintenance and monitoring procedures will be discussed and agreed upon with the resource agencies. 	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During and after construction			NES, USFWS, CDFG	
BIO-3	Prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around riparian/riverine vegetation adjacent to the project footprint to designate Environmentally Sensitive Areas (ESAs) to be preserved. The ESAs include a small amount of riparian woodland southwest of the project footprint in the Santa Ana River that is dominated by a single row of willows (<i>Salix</i> sp.) and riparian scrub that is dominated by mulefat (<i>Baccharis salicifolia</i>). No grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	Prior to and during construction			NES, USFWS	
BIO-4	All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated nonsensitive upland habitat areas. The designated upland areas will be located in such a manner as to prevent the runoff from any spills from entering waters of the United States.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	Prior to and during construction			NES	
BIO-5	A construction Storm Water Pollution Prevention Plan (SWPPP) will be developed to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on site during and following the project's construction phase. The SWPPP will meet the requirements of the Construction General Permit and will identify potential pollutant sources associated with construction activities; identify nonstorm water discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants associated with the construction site.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	Prior to and during construction			NES, NPDES Permit	
BIO-6	If water diversion is required, a continuous flow within the Santa Ana River channel will be maintained. Water containing mud, silt, or other pollutants from grading, aggregate washing, or other activities will not be allowed to enter a flowing stream.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	Prior to and during construction			NES	
BIO-7	Nighttime construction activities, if any, will use shielded lighting that is directed away from designated Environmentally Sensitive Areas (ESAs).	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			NES, USFWS	
BIO-8	Pile-driving activities in the Santa Ana River will occur outside of the nesting bird season (February 15–September 15).	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			NES, USFWS	
BIO-9	A biologist will monitor all construction activities within the vicinity of riparian and riverine areas for the duration of the project to flush any wildlife species present prior to construction and to ensure that vegetation removal, Best Management Practices (BMPs), Environmentally Sensitive Areas (ESAs), and all avoidance and minimization measures are properly constructed and followed.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			NES, USFWS	
BIO-10	If Southern California black walnut are removed as a result of project activities, mature trees (over 12 inches diameter at breast height) will be replaced within the project footprint with immature plantings at a minimum 2:1 ratio, or as determined in the Streambed Alteration Agreement with the California Department of Fish and Game (CDFG).	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	After construction			NES, CDFG	

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BIO-11	In the event that vegetation clearing is necessary during the breeding season (February 15–September 15), a qualified ornithologist will conduct a preconstruction survey within 300 feet of construction areas, no more than 7 days prior to construction, to identify the locations of avian nests. Should nests be found, the ornithologist shall establish a 300-foot (500-foot for raptors) exclusionary buffer around each nest site. To the extent feasible, no construction will take place within this buffer until the nest is no longer active. In the event that construction must occur within the 300-foot buffer, the biological monitor will take steps to ensure that construction activities are not disturbing or disrupting nesting activities. If the biological monitor determines that construction activities are disturbing or disrupting nesting activities, the biologist shall notify the Resident Engineer who has the authority to halt construction in order to reduce the noise and/or disturbance to the nests. This may include, but is not limited to, turning off vehicle engines and other equipment whenever possible to reduce noise, installing a protective noise barrier between the nest and the construction activities, or working in other areas until the young have fledged. In the case of raptors, no construction shall be allowed within the 500-foot buffer.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			NES, USFWS, MBTA	
BIO-12	Existing bridges with potential swallow nesting habitat will be cleared of all swallow nests prior to any work conducted between February 15 and September 15. Swallow nests will be removed under the guidance and observation of a qualified biologist prior to February 15 of that year, before swallows return to the nesting site. Removal of swallow nests that are under construction must be repeated as frequently as necessary to prevent nest completion or until a nest exclusion device is installed (such as netting or a similar mechanism that keeps swallows from building nests). Nest removal and exclusion device installation will be monitored by a qualified biologist. Such exclusion efforts must be continued to keep the structures free of swallows until September 15 or completion of construction. All nest exclusion techniques would be coordinated between the District Biologist and the resource agencies, as applicable.	IS/MND, Section 2.4	SANBAG/Department	Prior to construction			NES, MBTA	
BIO-13	A preconstruction survey for burrowing owls in the Biological Study Area (BSA) will be conducted by a qualified biologist within 30 days prior to the start of construction activities. If the survey determines that burrowing owls occupy the site, the following steps will be incorporated: <ul style="list-style-type: none"> Burrows located outside the project area (within 250 feet [ft]) will be flagged for avoidance. Unoccupied burrows located in the project area will be covered to prevent owls from reoccupying the burrows prior to construction. If active burrows are discovered within 250 ft of proposed work areas, the burrowing owls will be relocated from the burrows using either active or passive techniques as recommended by the California Department of Fish and Game (CDFG). Burrowing owl relocation, as well as discouragement of burrowing owls from returning to the site, will occur in the following manner: <ul style="list-style-type: none"> During the burrowing owl nonbreeding season (September 1 through January 31), burrowing owls occupying proposed work areas will be evicted by passive relocation. Passive relocation would include the installation of one-way doors on the burrow entrance. Any active burrow would be replaced off site in adjacent habitat with an artificial burrow. Burrows will be inspected with a fiber optic camera to ensure that animals do not remain in the burrows. If construction is scheduled during the burrowing owl breeding season (February 1 through August 31) and prior to the relocation of the burrowing owls, a 250 ft protective buffer will be maintained around burrows occupied by owls until the young have fledged. Other actions could include passive relocation if it is determined that burrowing owls have not begun laying eggs or postponement of construction in the area until the young are fledged and no longer dependent upon the nest burrow. Once fledglings are capable of independent survival and adult nonbreeding owls have successfully been relocated off site, potential burrowing owl burrows would be collapsed in order to keep the burrowing owls from returning. 	IS/MND, Section 2.4	SANBAG/Department	Prior to construction			NES, CDFG, MBTA	
BIO-14	A qualified bat biologist will survey the project area in late spring prior to construction to assess the potential for maternity roosts in the Biological Study Area (BSA). The qualified bat biologist will also perform preconstruction surveys, since bat roosts can change seasonally. The surveys will include a combination of structure inspection, sampling, exit counts, and acoustic surveys.	IS/MND, Section 2.4	SANBAG/Department	Prior to construction			NES, CDFG	
BIO-15	All work areas on existing bridges with potential bat roosting habitat that will be affected between April 15 and August 31 will be cleared of all bats prior to construction under the guidance and observation of a	IS/MND, Section	SANBAG/Department	Prior to construction			NES, CDFG	

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	qualified biologist. Exclusionary devices should be placed in the fall (September or October) preceding construction to exclude bats from directly affected work areas and avoid potential direct impacts. Such exclusion efforts must be continued to keep the structures free of bats until August 31 or completion of construction. All bat exclusion techniques will be coordinated with the Department Biologist and the resource agencies, as applicable.	2.4						
BIO-16	Prior to tree removal or trimming within riparian areas, large trees and snags will be examined by a bat biologist prior to removal or trimming to ensure that no roosting bats are present. Palm frond trimming, if necessary, should be conducted outside the maternity season (April 15 to August 31) to avoid potential mortality to flightless young.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	Prior to construction			NES, CDFG	
BIO-17	Additional daytime and nighttime surveys by a qualified biologist will occur during the spring and summer months for bat-occupied bridges and culverts where direct impacts are anticipated. The purpose of these surveys will be to identify precise information about seasonal presence, species composition, and the approximate number of bats roosting within the structures. This information will then be used to design additional measures to minimize impacts to roosting bats. Possible measures could include but are not limited to construction of alternative roosting habitat on new bridge structures following completion of construction.	IS/MND, Section 2.4	SANBAG/Department	Prior to construction			NES, CDFG	
BIO-18	In compliance with Executive Order (EO) 13112, a weed abatement program will be developed to minimize the importation of nonnative plant material during and after construction. Eradication strategies will be employed should an invasion occur. At a minimum, this program will include: <ul style="list-style-type: none"> • 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. • During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible. • During construction, the construction contractor will ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust. • During construction, the construction contractor will ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust. • During construction, soil/gravel/rock will be obtained from weed-free sources. • Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. • After construction, affected areas adjacent to native vegetation would be revegetated with plant species approved by the California Department of Transportation (Department) District Biologist that are native to the vicinity. • 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 that have a high or moderate rating. • 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. • 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. 	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction and maintenance			NES, EO 13112	
BIO-19	Prior to initiation of construction, a Nationwide Permit will be obtained through the United States Army Corps of Engineers (ACOE) pursuant to Section 404 of the Clean Water Act (CWA).	IS/MND, Section 2.4	SANBAG/Department	Prior to construction			NES, ACOE	
BIO-20	Prior to initiation of construction, a Streambed Alteration Agreement (SAA) with the California Department of Fish and Game (CDFG) will be obtained. Findings and conclusions stated in this report will be verified by the CDFG during the SAA process.	IS/MND, Section 2.4	SANBAG/Department	Prior to construction			NES, CDFG	
BIO-21	Prior to initiation of construction, authorization from the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Act will be obtained.	IS/MND, Section 2.4	SANBAG/Department	Prior to construction			NES, RWQCB	

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BIO-22	Equipment maintenance, lighting, and staging will occur only in designated areas and will not block wildlife corridor entrances.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			NES	
BIO-23	Hours of construction within 250 feet (ft) of the Santa Ana River will be limited to daylight hours (7:00 a.m.–4:00 p.m.) to the greatest extent feasible to ensure utilization of this wildlife corridor.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			NES	
BIO-24	Nighttime construction activities, if any, will use shielded lighting to prevent spillover into the Santa Ana River corridor. Security lights on vehicles utilized in the Santa Ana River will not be left on overnight.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			NES, Department SSPs	
BIO-25	The Santa Ana River corridor will be kept clear of all equipment or structures that could potentially serve as barriers to wildlife passage.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			NES	
BIO-26	Within the Santa Ana River, structures required for bridgework would be erected in a manner so as not to block the main underpass. Scaffolding and falsework will be minimized and restricted to the sides of the underpass where feasible.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			NES	
BIO-27	Access and disturbance within the Santa Ana River will be kept to a minimum.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			NES	
BIO-28	The existing culvert structures that will be extended or modified by the proposed project will be designed so that they would be at least as compatible with wildlife usage as the existing culvert. For example, culvert entrances would have textured concrete drawdown pads.	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During final design and construction			NES	
BIO-29	<p>The project will comply with Standard Best Management Practices (BMPs) Construction Guidelines that are provided in the Multiple Species Habitat Conservation Plan (MSHCP) and listed below for the portion of the project within Riverside County:</p> <ul style="list-style-type: none"> Plans for water pollution and erosion control will be prepared for all Discretionary Projects involving the movement of earth in excess of 50 cubic yards. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by the County of Riverside and participating jurisdictions prior to construction. Timing of construction activities will consider seasonal requirements for breeding birds and migratory nonresident species. Habitat clearing will be avoided during species' active breeding season, defined as March 1 to June 30. Sediment and erosion control measures will be implemented until such time that soils are determined to be successfully stabilized. Short-term stream diversions will be accomplished by use of sand bags or other methods that will result in minimal in-stream impacts. Short-term diversions will consider effects on wildlife. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activities to minimize the transport of sediments off site. Settling ponds where sediment is collected will be cleaned in a manner that prevents sediment from reentering the stream or damaging/disturbing adjacent areas. Sediment from settling ponds will be removed to a location where sediment cannot reenter the stream or surrounding drainage area. Care will be exercised during removal of silt fencing to minimize release of debris or sediment into streams. No erodible materials will be deposited into water courses. Brush, loose soils, or other debris material will not be stockpiled within stream channels. The footprint of disturbance will be minimized to the maximum extent feasible. Access to sites will occur on preexisting access routes to the greatest extent possible. Equipment storage, fueling, and staging areas will be sited on nonsensitive upland habitat types with minimal risk of direct discharge into riparian areas or other sensitive habitat types. The limits of disturbance, including the upstream, downstream, and lateral extents, will be clearly defined and marked in the field. Monitoring personnel will review the limits of disturbance prior to 	IS/MND, Section 2.4	SANBAG/Department/Resident Engineer/Construction Contractor	During final design and construction			MSHCP	

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	initiation of construction activities. <ul style="list-style-type: none"> During construction, the placement of equipment within the stream or on adjacent banks or adjacent upland habitats occupied by covered species that are outside of the project footprint will be avoided. Exotic species removed during construction will be properly handled to prevent sprouting or regrowth. Training of construction personnel will be provided. Ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of BMPs. When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to coastal sage scrub or chaparral vegetation, appropriate firefighting equipment (e.g., extinguishers, shovels, water tankers) will be available on site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire prevention methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities. Active construction areas will be watered regularly to control dust and minimize impacts to adjacent vegetation. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances will occur only in designated areas within the proposed grading limits of the project site. These designated areas will be clearly marked and located in such a manner as to contain runoff. Waste, dirt, rubble, or trash will not be deposited in the streambed or on native habitat. 							
CULTURAL RESOURCES								
CR-1	If cultural materials are discovered during construction, all earthmoving 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/MND, Section 2.5	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs, CEQA	
CR-2	Prior to construction activities, the San Bernardino Associated Governments (SANBAG) will ensure that a Paleontological Mitigation Plan (PMP) is prepared and adhered to during construction. The PMP will follow the guidelines of the California Department of Transportation (Department), the County of San Bernardino Land Use Services Department, and the County of Riverside Planning Department, and recommendations from the Society of Vertebrate Paleontologists. The PMP will include, but not be limited to, the following: <ol style="list-style-type: none"> A preconstruction field survey will be conducted, followed by salvage of surface paleontological resources if necessary. All grading and excavation in sediments with the potential to contain paleontological resources will be monitored by trained paleontological monitors working under the direction of a qualified professional. Monitors will be empowered to temporarily halt or divert equipment to allow the removal of significant, abundant, or large fossil specimens including mass samples of sediments that will be washed through screens to collect micro fossils. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The fossils will be stabilized, collected, and removed to safe off site storage. If possible, washing of mass samples will occur onsite. The fossils will undergo preparation and analysis to allow them to be identified to the lowest taxonomic level possible. The fossils will be curated into the systematic storage system of an established institutional repository such as a museum. A Paleontological Mitigation Report signifying completion of the PMP will be prepared and submitted to SANBAG and the Department. The report will include a discussion on the collected specimens and an itemized catalogue of specimens. 	IS/MND, Section 2.5	SANBAG/Department Paleontologist	During final design and construction			Department SSPs, CEQA	

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CR-3	If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the County Coroner will be contacted. Pursuant to Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will also contact the District 8 Environmental 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/MND, Section 2.5	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs, CA HSC	
GEOLOGY AND SOILS								
GEO-1	All of the following requirements will be included in the final design for the project: <ul style="list-style-type: none"> Structures will be designed to resist the maximum credible earthquake associated with nearby faults Design and construction of the project in accordance with Department guidelines, current regulations, and the California Building Code 	IS/MND, Section 2.6	SANBAG/Department	During final design			Department SSPs	
GEO-2	During final design, the Department Geologist or Geotechnical Engineer will determine whether a site-specific Surface Fault Rupture Displacement Hazard (SFRDH) study is required for the project. If the potential for fault rupture is required to be incorporated into structure design, the design fault displacement will be estimated using Wells and Coppersmith (1994) empirical correlations (average values).	IS/MND, Section 2.6	SANBAG/Department	During final design			Department SSPs	
GEO-3	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 determine soil type, soil shear strength, compressibility characteristics, sand equivalent, compaction characteristics, collapsibility potential, expansion potential, permeability, and corrosion potential. The project-specific findings and recommendations of the geotechnical investigation will be summarized in a Geotechnical Design Report to be submitted to the California Department of Transportation (Department) for review and approval. Those findings and recommendations will be incorporated in the final design of the Build Alternative.	IS/MND, Section 2.6	SANBAG/Department	During final design			Department SSPs	
GREENHOUSE GAS (GHG) EMISSIONS								
	Landscaping reduces surface warming, and through photosynthesis, decreases CO ₂ . Landscaping would be provided where necessary within the corridor to provide aesthetic treatment, replacement planting, or mitigation planting for the project. The landscape planting would help offset any potential CO ₂ emissions increase.	IS/MND, Chapter 2.7	SANBAG/Department	During final design, construction, and maintenance			Department Policy, CEQA	
	The project would incorporate the use of energy efficient lighting, such as LED traffic signals, to the extent feasible. LED bulbs — or balls, in the stoplight vernacular — cost \$60 to \$70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the projects CO ₂ emissions.	IS/MND, Chapter 2.7	SANBAG/Department/Resident Engineer/Construction Contractor	During final design, construction, and maintenance			Department Policy, CEQA	
	According to Caltrans Standard Specification Provisions, idling time for lane closure during construction is restricted to ten minutes in each direction. In addition, the contractor must comply with Title 13, California Code of Regulations §2449(d)(3) was adopted by CARB on June 15, 2008. This regulation restricts idling of construction vehicles to no longer than 5 consecutive minutes. Compliance with this regulation reduces harmful emissions from diesel-powered construction vehicles.	IS/MND, Chapter 2.7	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department Policy, CEQA	
HAZARDS AND HAZARDOUS MATERIALS								
HAZ-1	Prior to construction, construction contractors excavating, transporting, or stockpiling soil will prepare a Lead Compliance Plan in accordance with the California Department of Transportation (Department) 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.	IS/MND, Section 2.8	SANBAG/Department	Prior to construction			Department SSPs, CA HSC	
HAZ-2	Prior to construction, the Department and the San Bernardino Associated Governments (SANBAG) will provide the testing results of the <i>ADL Investigation Report</i> to the construction contractor handling on-site soils during construction.	IS/MND, Section 2.8	SANBAG/Department/Resident Engineer/Construction Contractor	Prior to construction			ISA	
HAZ-3	During construction, lead-contaminated soils reused within Department right-of-way will follow designated California Department of Toxic Substances Control (DTSC) requirements and be placed at	IS/MND, Section	SANBAG/Department/Resident Engineer/Construction	During construction			DTSC	

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	least 5 ft above the groundwater level and covered by pavement. Lead-contaminated soil will be buried and covered in a manner that will prevent accidental or deliberate breach of the asphalt covering the soil. In addition, lead-contaminated soil will not be buried within 10 ft of culverts or in locations subject to frequent worker exposure. Lead-contaminated soil removed from the project site will be disposed of at a Class I hazardous waste disposal site.	2.8	Contractor					
HAZ-4	During construction, lead-contaminated soils excavated from the project area will be stockpiled within the project area. If lead-contaminated soils are stockpiled overnight, the stockpiles will be covered with either plastic sheeting or at least a 1 ft thick layer of clean soil. Soil stockpiles should be limited to areas of high ground to minimize contact with surface water runoff. If storm water contacts stockpiled soils, the Department will ensure that runoff does not flow into storm drains, inlets, or waters of the United States.	IS/MND, Section 2.8	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs	
HAZ-5	During final design, the striping paint along Interstate 215 (I-215) will be sampled and tested for lead by trained and/or licensed professionals. 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.	IS/MND, Section 2.8	SANBAG/Department	During final design			Department SSPs	
HAZ-6	During construction, if bridge structures not previously tested for asbestos are anticipated to be disturbed, or if suspected asbestos-containing materials (ACMs) are discovered, the contractor will stop work and these materials will be surveyed for asbestos prior to disturbance. All ACMs will be disposed of in accordance with the California Health and Safety Code.	IS/MND, Section 2.8	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs, CA HSC	
HAZ-7	If transformer removal is required, Southern California Edison 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.	IS/MND, Section 2.8	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs, CA HSC	
HAZ-8	A health, safety, and emergency contingency plan will be established prior to excavation activities where petroleum hydrocarbon-impacted soil or groundwater may be encountered during excavation activities. This plan will establish health and safety guidelines and requirements for personnel involved in the possible removal of petroleum hydrocarbon-impacted soil or groundwater. This plan, to be developed by an experienced environmental professional, will provide safe handling procedures for any petroleum hydrocarbon-impacted soil or groundwater encountered at these locations. The plan will include, but not be limited to, a description of the anticipated contaminant locations and depths, anticipated volumes to be generated during excavation activities, safe handling procedures, and appropriate soil disposal methods. This plan will be approved by the Department prior to use.	IS/MND, Section 2.8	SANBAG/Department/Resident Engineer/Construction Contractor	Prior to and during construction			Department SSPs, CA HSC	
HAZ-9	During final design, the location of the underground petroleum pipeline will be identified so that it can be avoided.	IS/MND, Section 2.8	SANBAG/Department	During final design			ISA	
HAZ-10	During final design, undisturbed soils in potential sound barrier locations and railroad shoofly locations will be tested for residual pesticides due to historical agricultural use.	IS/MND, Section 2.8	SANBAG/Department	During final design			ISA	
HAZ-11	During final design, a soils and groundwater assessment will be conducted within the project limits in the Barton Road/I-215 interchange area, the railroad shoofly areas, the I-215/Columbia Avenue interchange area, the I-215/La Cadena Avenue area, and Citrus Street at southbound I-215.	IS/MND, Section 2.8	SANBAG/Department	During final design			ISA	
HAZ-12	During construction, soil excavations will be monitored for visible soil staining, odor, and the possible presence of unknown hazardous material sources, such as buried 55-gallon drums and underground tanks. If 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 Department's <i>Construction Manual</i> (August 2006).	IS/MND, Section 2.8	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			ISA, Department Construction Manual	
HYDROLOGY AND WATER QUALITY								
HY-1	The San Bernardino Associated Governments (SANBAG) and the California Department of Transportation (Department) will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-009-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 and will identify potential pollutant sources	IS/EA, Section 2.9	SANBAG/Department	During final design			NPDES permit	

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	associated with construction activities; identify non-storm water discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain 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.							
HY-2	The San Bernardino Associated Governments (SANBAG) and the California Department of Transportation (Department) will comply with the Storm Water Management Plan (SWMP) and permit requirements for implementation of Design Pollution Prevention and Treatment Best Management Practices (BMPs) for the project that address pollutants of concern. This will include coordination with the Santa Ana Regional Water Quality Control Board (RWQCB) with respect to feasibility, maintenance, and monitoring of Treatment BMPs as set forth in the California Department of Transportation (Caltrans) Statewide Storm Water Management Plan (SWMP, May 2003 or subsequent issuance).	IS/MND, Section 2.9	SANBAG/Department/Resident Engineer/Construction Contractor	Prior to and during construction			NPDES permit	
HY-3	During final project design, the San Bernardino Associated Governments (SANBAG) and the California Department of Transportation (Department) will obtain an encroachment permit for the Santa Ana River from the San Bernardino County Flood Control District. A No-Rise Certification for the Santa Ana River 100-year floodway will be included in the encroachment permit application. The No-Rise Certification will be supported by the engineering analysis that demonstrates the project will not increase flood heights within the Santa Ana River 100-year floodway. The No-Rise Certification will be signed by a registered professional engineer.	IS/MND, Section 2.9	SANBAG/Department/Resident Engineer/Construction Contractor	During final design, construction, and maintenance			SBCFCD, FEMA	
NOISE								
N-1	The control of noise from construction activities will conform to the California Department of Transportation's (Department) Standard Specifications, Section 14-8.02, "Noise Control," and the Standard Special Provisions S5-310, "Noise Control."	IS/MND, Section 2.12	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs	
N-2	The Contractor will use an alternative warning method instead of a sound signal unless required by safety laws.	IS/MND, Section 2.12	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs	
N-3	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.	IS/MND, Section 2.12	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs	
N-4	All construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers consistent with manufacturers' standards during all project site excavation and grading on site.	IS/MND, Section 2.12	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs	
N-5	All stationary construction equipment will be placed so that emitted noise is directed away from noise-sensitive locations nearest the project site.	IS/MND, Section 2.12	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs	
N-6	Construction vehicle staging areas and equipment maintenance areas will be located as far as possible from sensitive receptor locations.	IS/MND, Section 2.12	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs	
N-7	All heavy construction activities that would potentially exceed 86 A-weighted decibels (dBA) at 50 feet (ft) will be conducted between 6:00 a.m. and 9:00 p.m.	IS/MND, Section 2.12	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Department SSPs	
N-8	Construction activities outside of the California Department of Transportation right-of-way (ROW) will comply with the construction hour restrictions in the Municipal Codes/County Code for the City or County in which the construction activities occur. These construction hour limits are as follows: <ul style="list-style-type: none"> Construction activities within the City of Riverside will be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m. on Saturdays. Construction will not occur in the City of Riverside on Sundays and holidays. Construction activities within the City of Grand Terrace will be limited to between the hours of 7:00 a.m. and 8:00 p.m., Monday through Friday. Construction will not occur in the City of Grand Terrace on weekends and holidays. 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. Construction will not occur in the City of Colton on weekends and holidays. Construction activities within the County of San Bernardino will be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction will not occur in the County of 	IS/MND, Section 2.12	SANBAG/Department/Resident Engineer/Construction Contractor	During construction			Local ordinances and municipal codes	

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	San Bernardino on Sundays and holidays. <ul style="list-style-type: none"> Construction activities within the County of Riverside will be limited to between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. 							
N-9	Prior to completion of final design, the sound barriers that are determined to be reasonable and feasible will be coordinated with the affected property owners.	IS/MND, Section 2.12	SANBAG/Department	During final design			Department Policy	
N-10	Unusual and extraordinary abatement measures, such as a feasible sound barrier that has an estimated construction cost exceeding the total reasonable allowance or interior noise abatement measures, will be considered for the residence represented by Receiver R-142. Unusual and extraordinary abatement measures will also be considered at the other receivers that would experience a severe traffic noise impact (Receivers R-56, R-57, R-99, R-128, R-129, R-135, R-142, R-162, R-164, R-172, and R-173) if, during final design, the sound barriers shielding these receivers are found to exceed the total reasonable allowance or are not approved during the sound barrier survey process. Unusual and extraordinary abatement measures would only be provided if the Federal Highway Administration (FHWA) agrees to fund the noise abatement measure. If interior noise abatement is recommended by FHWA, an interior noise analysis will be conducted to determine whether interior noise abatement is feasible. If interior noise abatement is feasible, such abatement measures will be offered to the affected property owners.	IS/MND, Section 2.12	SANBAG/Construction Contractor	During final design			Department Policy	
PUBLIC SERVICES								
PS-1	The Department and SANBAG will coordinate with the Grand Terrace Elementary School Director of Facilities regarding construction and access associated with the potential sound barrier.	IS/MND, Section 2.14	SANBAG/Department	During final design and construction			Department Policy	
PS-2	The California Department of Transportation (Department) and the San Bernardino Associated Governments (SANBAG) will coordinate with County of San Bernardino Parks personnel regarding closure and temporary detours for the Santa Ana River Trail.	IS/MND, Section 2.15	SANBAG/Department	During final design			Department Policy, Section 4(f) of the Federal Transportation Act	
TRANSPORTATION AND TRAFFIC								
TR-1	A detailed Transportation Management Plan (TMP) will be prepared during the final design phase of the proposed project. The objective of the TMP is to minimize the potential impacts that construction activities may have on the traveling public and emergency service providers. Preparation of the TMP will be coordinated with the emergency service providers in the project vicinity to minimize response delays resulting from traffic delays, temporary ramp and lane closures, and detours during project construction. The TMP for the proposed project will include the following elements and strategies: a) Traffic control plans and related specifications, to be completed during final design of the proposed 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 (Department) Traffic Manual, Department 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 the Interstate 215 (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 three lanes in each direction, will be coordinated with the Department. b) The proposed 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. c) The proposed 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 proposed project's progress and construction activities that could affect the public's travel plans, and 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. d) The proposed 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	IS/MND, Section 2.16	SANBAG/Department/Resident Engineer/Construction Contractor	During final design and construction			Department SSPs	

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	the traveled way or shoulders. e) The proposed project will implement the following construction strategies to minimize construction-related impacts: 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 proposed lane and ramp closures will be presented to the Department 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 proposed project. f) The proposed 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.							

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