FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR ADD ONE HIGH OCCUPANCY VEHICLE (HOV) LANE IN EACH DIRECTION ON THE SAN BERNARDINO FREEWAY (INTERSTATE 10) FROM PUENTE AVENUE TO STATE ROUTES 57/71 IN LOS ANGELES COUNTY PROJECT

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

Effects found not to be significant have not been included in the Findings. These topics include:

- Biological Resources
- Geology, Soils, and Seismicity
- Hydrology and Water Quality
- Land Use
- Agriculture
- Public Services and Utilities
- Parks and Recreational Activities

Potentially significant impacts associated with the following issue areas have been identified in the FEIR as resulting from the project:

- Aesthetics and Visual Resources
- Traffic
- Air Quality
- Noise and Vibration
- Cultural and Paleontological Resources
- Hazardous Waste/Materials

Aesthetics and Visual Resources

Adverse Environmental Effects:

The proposed project would include the construction of soundwalls and retaining walls, the modification of bridges, vegetation removal, and general construction activities, all which may affect aesthetics and/or visual resources. The visual effects of the above-mentioned project changes would result in an anticipated

SUPPLEMENTAL ITEM

moderate visual change, combined with moderate viewer sensitivity level, resulting in an overall moderate visual impact to the corridor.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

During the project design stage, architectural detailing will be applied to the retaining walls, including textures, colors, and patterns, and to the extent feasible, skyline trees will be included in the new plantings to replace those removed by construction. The design of soundwall aesthetics will be coordinated with local agencies. The final design of the proposed project will include soundwalls and retaining walls designed to be easily cleaned of graffiti, as well as landscaping where feasible to soften the appearance of these walls. Conceptual landscape guidelines for planting in designated ROW areas to be revegetated, consistent with existing Caltrans policies and procedures, will be developed, in coordination with the adjacent local jurisdictions. During the project design and construction stages, existing vegetation in the corridor will be saved and protected to the extent that is feasible.

For Segment 3, final design will incorporate features to ensure that landscaping plantings are integrated with proposed earth berms and cut slopes to screen undesirable views.

The grading guidelines address issues such as where berms are recommended, the sizes of the berms and the recommended slope gradients to minimize soil erosion. Rehabilitation priorities will be established as a framework based on the size of the area to be landscaped, the visibility of the area and the feasibility of installing landscaping prior to or during construction, rather than after construction is complete.

Caltrans will require construction contractors to shield construction and storage areas from travelers on I-10 and from viewsheds along I-10 to the extent feasible and where the safety of construction and traffic operations is not compromised. Construction will be phased such that disturbed areas are landscaped as soon as possible after construction.

YELLOW SUPPLEMENTAL ITEM

Traffic

Adverse Environmental Effects:

During construction, motorists traveling in the immediate vicinity of street, ramp, and lane closures would at times experience some inconvenience from temporary traffic congestion.

The proposed project would involve construction that could contribute to short-term impacts to fire protection and emergency services due to delayed response times.

The results of analysis indicate that the eastbound I-10 ramps intersection at Vincent Avenue would operate at an unsatisfactory LOS E in 2015 and LOS F in 2030. At the intersection of Vincent Avenue and Plaza / Lakes Drive the north, east and west approaches would operate at an unsatisfactory LOS E in 2030.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

A Traffic Management Plan (TMP) will be prepared to offset the effects of traffic congestion and access during construction on the freeway, ramps, and local streets. Residents will be kept informed through public outreach of development and construction plans so that they are aware of construction timing, traffic/transit detour plans, and lane/road closures.

At the northbound Vincent Avenue approach to eastbound I-10 on-ramp, the existing shared (through/right) lane would be modified to an exclusive through lane and an exclusive full right turn lane would be added. Additional improvement to the intersection can be achieved by adding a deceleration lane for right turn movements, with an approximate storage length of 250 feet.

The capacity of the eastbound I-10 on-ramp from northbound Vincent Avenue would be increased through the addition of a lane and the relocation of the proposed ramp meter approximately 375 feet downstream.

Caltrans will periodically coordinate with the transit companies to discuss changes in the construction operations and potential impacts to the transit providers.

YELLOW SUPPLEMENTAL ITEM

Prior to the initiation of site preparation, grading or construction activities, Caltrans will require construction contractors to provide travel plans to the local jurisdictions along the project study area. The travel plans will indicate the expected travel routes of construction trucks carrying construction materials and construction debris.

Prior to the initiation of site preparation, grading or construction activities, Caltrans will require construction contractors to provide construction and traffic management plans (TMPs) to the affected police, fire and emergency medical services in the project area indicating possible detours, lane and ramp closures, and areas which may experience overall traffic delays.

Air Quality

Adverse Environmental Effects:

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated and would include CO, NOx, VOCs, directly-emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

The construction contractor shall comply with Caltrans' Standard Specifications in Section 14 (2010). If dust palliative materials other than water are to be used, material specifications are contained in Section 18.

In addition, water or dust palliative will be applied to the site and equipment as frequently as necessary to control fugitive dust emissions during construction. Generally, fugitive emissions must meet a "no visible dust" criterion either at the point of emission or at the ROW line, depending on local regulations. Soil binder will be spread on any unpaved roads used for construction purposes, and all project construction parking areas. All trucks will be washed off as they leave the ROW as necessary to control fugitive dust emissions. Construction equipment and vehicles will be properly tuned and maintained. Low-sulfur fuel will be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.

YELLOW SUPPLEMENTAL ITEM

Environmentally Sensitive Areas (ESAs) or their equivalent will be established near sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited, to the extent feasible. Reduction measures such as gravel pads at project access points will be established to minimize dust and mud deposits on roads affected by construction traffic.

All transported loads of soils and wet materials will be covered prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emission of dust (particulate matter) during transportation. 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. Construction traffic will be routed and scheduled to avoid peak travel times as much as possible, in order to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

Mulch and plants will be installed as soon as practical after grading to reduce windblown particulate in the area. 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.

The construction contractors will be required to prepare a dust control plan and to submit the plan to the South Coast Air Quality Management District (AQMD) prior to construction. The plan is expected to include, but not be limited to: stabilization of construction roads to 15 miles per hour; daily removal of dirt spilled onto paved roads; ceasing grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes; phasing and scheduling of construction activities to avoid days with high ozone (O3) levels; possibly interrupting construction activities on days with elevated smog levels (such as Stage 2 smog alerts); use of alternative fuel/clean fuel equipment when available; covering haul trucks; phasing of grading to minimize daily emissions; property maintenance of construction vehicles to maximize efficiency and minimize emissions; and prompt revegetation of exposed cut slopes, road medians and shoulders.

Construction contractors will be required to maintain and tune equipment engines consistent with the manufacturers' requirements to maximize the efficiency of the equipment and to minimize air and noise emissions, including the use of noise mufflers and/or other noise abatement features.

Noise and Vibration

Adverse Environmental Effects:

Modeling results indicate predicted traffic noise levels (L_{eq}[h]) would increase a maximum of 1 dBA with the proposed project. This increase is not considered a significant impact under CEQA.

In accordance with Caltrans' Standard Specifications, Section 7-1.011, Sound Control Requirements, noise levels generated during construction shall comply with applicable regulations.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

Soundwalls will be implemented as a part of this project to reduce existing traffic noise levels in excess of the Noise Abatement Criteria. Final locations, heights and lengths of these soundwalls will be determined in final design. Construction of soundwalls will be incorporated as early as possible in the phasing of the project, consistent with Caltrans' construction procedures and as reasonable and feasible.

Caltrans will require construction contractors to maintain and tune equipment engines consistent with the manufacturers' requirements to maximize the efficiency of the equipment and to minimize air and noise emissions, including the use of noise mufflers and/or other noise abatement features.

Caltrans will require construction contractors to comply with applicable Los Angeles County and other local jurisdiction's noise control regulations and ordinances.

Cultural and Paleontological Resources

Adverse Environmental Effects:

The Kellogg Hill area of the project corridor has a 'high' potential for exposing significant paleontological resources.

Because the proposed project site has been previously disturbed by urban development, construction would not be expected to affect human remains. No

YELLOW SUPPLEMENTAL

human remains are known to exist in the project location, nor is there past evidence of use as human burial grounds.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

A qualified principal paleontologist will be present during data recovery. As a precautionary measure, monitoring by a paleontologist during construction will also be implemented, so that if anything is uncovered, construction can be diverted from the finds and sufficient time allowed to assess the nature and significance of the remains. Fossil remains collected during the monitoring and salvage portion of the mitigation program will be cleaned, repaired, sorted, and cataloged. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, will then be deposited in a scientific institution. A final report will be completed to document results of the mitigation program.

In the unlikely event human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Gary Iverson, Environmental 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.

Hazardous Waste/Materials

Adverse Environmental Effects:

There is a potential that previously unknown hazardous materials or underground storage tanks would be uncovered during construction. Soil contaminated with aerially-deposited lead (ADL) would be removed and disposed. The proposed project would require the acquisition of ROW that may have been contaminated with hazardous materials based on existing and/or past uses, and that could be disturbed during construction. There is potential for the generation of asbestos-containing materials (ACM) waste associated with the demolition and removal of existing bridges and structures on I-10 and of older

SUPPLEMENTAL

structures on ROW to be acquired. The existing yellow thermoplastic and yellow-painted traffic stripes on I-10 may also contain lead and/or chromium.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

If groundwater needs to be disturbed and/or extracted during construction, coordination with appropriate regulatory agency shall be done to prevent possible cross contamination. If contamination is found, a work plan shall be prepared by a registered geotechnical engineer to protect the health of construction workers.

ADL soil management will be evaluated for the applicability of the lead variance issued to Caltrans by the Department of Toxic Substances Control.

Bridges and structures shall be surveyed to screen for ACMs and lead-based paint (LBP) prior to construction activities. If ACMs are found, then the contractor will comply with the SCAQMD Rule 1403 notification and removal processes. In addition, disposal of ACMs will be handled in compliance with local, state, and federal requirements. If LBP and/or heavy metals are found, then the contractor shall comply with local, state, and federal rules and regulations for notification, removal process, and disposal activities.
Any hazardous materials or wastes encountered before or during the demolition stage of the proposed project shall be disposed according to current regulatory guidelines.

A worker Health and Safety Plan (HSP) that meets the provisions of California Code of Regulations (Title 22, Section 5192) shall be developed by the proposed project contractor. HSP procedures will address the identification, excavation, handling, and disposal of hazardous wastes and materials that may be found in construction areas.

Removed thermoplastic and yellow paint will be disposed at an appropriate landfill in accordance with local, state, and federal laws.

If unknown wastes or underground storage tanks are discovered during construction which the construction contractor believes may involve hazardous materials, he/she will (1) immediately stop work in the vicinity of the suspected contamination, remove workers and the public from the area; (2) notify Caltrans' Resident Engineer; and (3) secure the area as directed by Caltrans' Resident Engineer. Caltrans' Plans and Procedures for Hazardous Wastes and Materials,

SUPPLEMENTAL

the Construction Hazardous Materials Response Plan and the Construction Underground Tank Contingency Plan, as appropriate, will be implemented by Caltrans and the construction contractors.

Prior to the start of construction, Caltrans will conduct a Site Investigation (SI) for all sites in the proposed ROW identified as having the potential for hazardous waste. The SI will consist of drilling and testing. Based on the findings of the drilling and testing, specific remediation measures will be identified in the SI to address documented hazardous wastes contamination at the affected sites in accordance with applicable federal and state laws. For sites documented through the SI process to contain hazardous waste, Caltrans will include the mitigation defined in the SI in the construction contract and specifications. Hazardous substances are strictly regulated by the United States Environmental Protection Agency (EPA), the California and Federal Occupational Health and Safety Administration (OSHA), the United States Department of Transportation (DOT) and a number of other federal, state and local agencies. DOT specifies procedures for safely transporting hazardous material and procedures to follow in case of accidental spills during transport. EPA specifies the requirements for proper labeling and placarding of hazardous substances. The American National Standards Institute (ANSI) recommends safety procedures for handling and storing hazardous materials. OSHA specifies the procedures required for using and storing hazardous materials. Other local, state and federal regulations address the identification, removal, handling and disposal of hazardous wastes. Project contractors will be required to follow these procedures and to maintain the required documentation during all site preparation, grading and construction of the proposed project.

SUPPLEMENTAL ITEM