

buildings were all designed to satisfy the guidelines of the Eastvale I-15 Corridor Specific Plan and the design goals and polices of the Design Elements of the City of Eastvale's General Plan (City of Eastvale 2013). Furthermore, because the I-15 Express Lanes Project has been designed to be consistent with the Department's highway landscape and design policies and BMPs, the added express lanes would be consistent in form and scale with the visual character of the surrounding existing urban landscape. As detailed in Section 2.18.2 (Cumulative Impacts), the proposed project would potentially result in cumulatively considerable effects when combined with past, present, and reasonable foreseeable future projects; however, the proposed project includes measures to avoid and minimize potential impacts. Therefore, the proposed project would not contribute to cumulative impacts in combination with the planned and programmed projects listed in Table 2-11.

- c) **Less than Significant Impact.** Operation of the project would not result in the exposure of persons to any substantially adverse natural or human-made hazards that could directly or indirectly cause substantial adverse effects on human beings, such as geologic hazards, air emissions, noise, hazardous materials, or flooding. All potential effects that could result in substantial exposure of persons to hazards during construction of the project are fully addressed with recommended avoidance and minimization measures, and no permanent impacts have been identified as significant in this Initial Study. Avoidance and minimization measures would be incorporated into the project in order to reduce and control the effects the project would have on the environment.

2.19.2 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR), Section 1508.7 of the Council on Environmental Quality (CEQ) Regulations.

The cumulative study area includes projects within vicinity of the project site. Table 2-11 summarizes recent and currently planned developments, as obtained from the city planning and development departments.

Table 2-11. Cumulative Projects List

| Name | Jurisdiction | Description | Status |
|---|---------------------|---|---|
| I-15 Express Lanes Project (EA 0J080) | RCTC | The project would construct one to two tolled express lanes between Cajalco Road to SR-60, post miles (PM) 36.8 and 51.4 in Riverside County, for a distance of 14.6 miles | The draft Environmental Document was circulated for public review July 29, 2015 through August 28, 2015. Adoption of the environmental document is anticipated in early 2016. |
| Riverside Transmission Reliability Project (RTRP) | City of Riverside | Proposed Project includes the construction, operation, and maintenance of a new approximately 10-mile double-circuit 230,000-volt (230 kV) transmission line, a new 230 kV substation (Wildlife Substation), a new 230/69 kV substation (Wilderness substation), and five new 69 kV subtransmission line segments integrated into Riverside Public Utilities' existing subtransmission system. The project is bordered to the north by SR-60, to the west by I-15, and to the south by SR-91. | Construction to start in 2017 and be completed in 2019. |
| Silverlakes Equestrian and Sports Park—5555 Hamner Avenue | Norco | Development of a 122-acre equestrian center and sports facility that would be used for various recreational uses, such as equestrian events, soccer, football, lacrosse, etc. | Project has been partially constructed. |
| Nexus by William Lyon Homes—southwest corner of Limonite Avenue and Hamner Avenue | Eastvale | Construction of 224 multi-family dwelling units. | Currently under construction and units are being sold. |
| The Lodge—north of Limonite Avenue, east of Sumner Avenue, west of Scholar Way | Eastvale | Construction of 350 single-family attached residential dwellings. | Homes are under construction and being sold. |
| Eastvale Business Park—southwest corner of Limonite Avenue and Archibald Avenue | Eastvale | Construction of 11 industrial and warehouse buildings totaling 694,770 square feet. | Approved in April 2014. |
| Estancia—southeast corner of Sumner Avenue and Citrus Street | Eastvale | Construction of 196 single-family residential development. | Homes are under construction and being sold. |
| The Trails at Eastvale by Richmond Communities (TR 36423) | City of Eastvale | A housing project located at the corner of Archibald Ave. and 65 th Street. Consists of 224 single family lots on 49 gross acres. | Approved by the City in May 2013. Homes are under construction and being sold. |

Table 2-11. Cumulative Projects List

| Name | Jurisdiction | Description | Status |
|---|--|--|--|
| Copper Sky by DR Horton | City of Eastvale | 40.01-acre development located at Schleisman Rd. and Scholar Way. Consists of 224 condo units including a tot lot, 2 community facilities, park, one detention basin, 448 garaged parking spaces, 47 off street spaces, and 87 on street spaces. | Approved by Riverside County in 2007. Homes are under construction and being sold. |
| Eastvale San Antonio Medical Plaza | City of Eastvale | Located on the south side of Limonite Ave as part of Eastvale Gateway South. The project consists of two, two-story medical buildings totaling 69,562 square feet and 327 parking spaces to be constructed in two phases on a 5.4-acre project site. Phase II is anticipated to begin one to two years after completion of Phase I. No emergency services or ambulances on site. | Construction completed in 2015 and facility is now open. |
| Limonite Widening From Etiwanda Avenue to Bain Street | Riverside County Transportation Department | Widening along Limonite Avenue from Etiwanda Avenue to Bain Street. | Construction to start in late-2015 to early 2016 |
| Goodman-Birtcher | City of Eastvale | Subdivision of approximately 193-acres into 10 parcels located at Eastside of Hamner Avenue between Cantu-Galleano Ranch Road and Bellegrave Avenue. Consists of two industrial buildings totaling 2,040,897 sq. ft. on two of the ten parcels. The remaining land use consists of 2 detention basins, business park, and other mixed use. | Construction underway. Anticipated project completion on 2020. |
| <p>Note: Not all projects on this table are within the cumulative/resource study area of the proposed project for all resources addressed. Please refer to each resource area discussion in Section 2.18.2 for the resource study area associated with each resource.</p> | | | |

The following analysis evaluates the project’s potential to contribute considerably to a cumulative impact.

As discussed previously, the proposed project would have no effect on land use, mineral resources, and recreation, and would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The potential for the proposed project to result in cumulative impacts that would be considered significant in the above mentioned resource areas is considered low, and the proposed project does not have the potential to result in cumulative impacts that would affect the health or sustainability of any of these resource areas.

For resources identified as having a less than significant impact with mitigation or a less than significant impact, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. Based on this review, it was determined that the resources that could potentially contribute to significant cumulative

impacts to a considerable degree when combined with past, present, and reasonably foreseeable future projects are: aesthetics, agricultural resources, air quality, biological resources, cultural resources, paleontological resources, hazards/hazardous materials, hydrology and water quality, geology/soils, land use and planning, noise, transportation/traffic, and public services and utilities. A cumulative evaluation for these environmental resource topic areas is provided below.

Aesthetics

The resource study area (RSA) for aesthetics is considered to be the area within one mile of the project. The typical land uses within this area include residential, commercial, agricultural, and undeveloped land. Cumulative projects within the visual study area include the San Antonio Medical Plaza, I-15 Express Lanes Project, William Lyon Homes Residential Project, the Lodge Residential Project, and the Silverlakes Equestrian Project, and RTRP. The EIR for RTRP concluded that the project's incremental effect on visual resources would not be cumulatively considerable or significant given the urban character of the study area and because the facilities that are being introduced are not uncommon in urban areas and would not result in a noticeable change to the area's overall visual resource (City of Riverside 2012). The IS/MND for the Eastvale San Antonio Medical Plaza also concluded that the project's incremental effect on visual resources would not be cumulatively considerable or significant because the medical buildings were all designed to satisfy the guidelines of the Eastvale I-15 Corridor Specific Plan and the design goals and polices of the Design Elements of the City of Eastvale's General Plan (City of Eastvale 2013). The Lodge Residential Project would also comply with the zoning and land use designations for residential development in the area. The I-15 Express Lanes Project has been designed to be consistent with the Department's highway landscape and design policies/BMPs. The added express lanes would be consistent in form and scale with the visual character of the existing urban landscape that surrounds the existing I-15 corridor. Furthermore, the express lanes would have continuity with the existing I-15, which is the dominant feature along the majority of the project corridor. The overall visual character of the project corridor is considered to be low; visual resources would not be altered by the project (ICF 2014). Although the project is pending, the Silverlakes Equestrian Project Final EIR indicates that the project is not expected to have significant cumulative aesthetic impacts, and would not make a significant contribution to cumulatively considerable visual impacts or impacts related to light and glare.

For this project, it has been determined that the cumulative visual impacts would not be significant. By constructing an improved interchange and incorporating aesthetic medians, hardscape, and aesthetic railing on the Overcrossing, the project would have a slightly improved visual resource change and cumulative effects on the surrounding area would be less than significant.

Agricultural Resources

Agricultural resources are present throughout Riverside County; however, through the years there has been a reduction in agricultural resources as a result of development and urbanization in the County. Cumulative projects within the study area include the San Antonio Medical Plaza, I-15 Express Lanes Project, The Lodge Residential Project, William Lyon Homes Residential Project, the Silverlakes Equestrian Project, and RTRP. The San Antonio Medical Plaza is constructed on an existing retail center location and conforms to the requirements of the City of Eastvale General Plan and Zoning Code. The Lodge Residential Project would comply with the

City's General Plan and Zoning Code and compatible with the land use designation for residential units. The environmental documents for the William Lyon Homes Residential Project and I-15 Express Lanes Project are not yet available. RTRP, as indicated in the Final EIR, would contribute incrementally to the decline of agricultural resources and permanently affect 1.5 acres of Farmland. Implementation of measures by the RTRP project to reduce these impacts, such as locating access roads, spur roads, staging areas, and construction sites to areas that minimize impacts on agricultural operations, would minimize impacts on agricultural resources but would not, however, reduce impacts related to the permanent reduction of agricultural land, which would be a significant and unavoidable impact. Furthermore, the Silverlakes Equestrian Project also contains prime agricultural soil; however, the project uses are consistent with agricultural uses in the City of Norco and the project would not construct substantial permanent buildings on the site. As such, the Silverlakes Equestrian Project would not make a significant cumulative contribution to agricultural resources, as the site could be used in the future for agriculture other than the equestrian uses. The proposed I-15/Limonite Avenue Interchange project would not result in the conversion of farmland, nor would it contribute to the cumulative impact on agricultural resources, as the area is committed for non-agricultural urban uses as designated in the City of Eastvale and City of Jurupa Valley General Plans.

Air Quality

The Resource Area for the project is within the South Coast Air Basin (SCAB), which includes the western portion of Riverside County, as well as all of Orange County, and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The nearest monitoring station to the proposed project is the Mira Loma-Van Buren Station, which is approximately 3.5 miles northeast of the project site. Criteria pollutants monitored at this station include ozone, NO₂, CO, PM₁₀, and PM_{2.5}. The ARB has classified the SCAB as an extreme nonattainment area for the state one-hour ozone standard and as a nonattainment area for the state eight-hour ozone standard. For the state CO standard, ARB has classified the SCAB as an attainment area. ARB has classified the SCAB as a nonattainment area for the state PM₁₀ and PM_{2.5} standards. U.S. EPA has classified the SCAB as an extreme nonattainment area for the federal eight-hour ozone standard. For both the one-hour and eight-hour federal CO standard, U.S. EPA has classified the SCAB as an attainment/maintenance area. U.S. EPA has classified the SCAB as a serious nonattainment area for the federal PM₁₀ standard and as a nonattainment area for the federal PM_{2.5} standard.

The construction schedule for some of the projects in Table 2-11 is uncertain, or some of the projects will be completed prior to or after completion of the proposed project. Therefore, there is the potential that construction of some of these projects would occur at the same time and would meet the cumulative project criteria for air quality. Measures for dust control during construction, as stipulated by SCAQMD Rule 403, would be implemented to ensure that the proposed project would not substantially contribute to potential cumulative impacts on air quality. Adherence to these regulations by each project in the project vicinity would also be required. Cumulative impacts, should they occur, would be minor and temporary.

The project is listed in the conforming 2015 FTIP and 2012–2035 RTP/SCS as well as the 2015 draft FTIP. The design concept and scope proposed are the same as the design concept and scope in the RTP and FTIP listings, and the project meets the regional and project-level air quality

conformity requirements. The air quality analysis is based on future traffic conditions in 2040. This accounts for future development in the project area and the region, as envisioned in local general plans; SCAG projections, amendments, and 2012–2035 RTP/SCS; and the roadway improvements listed in the 2015 FTIP. As a result, the analysis contained in Section 2.3 constitutes the operational cumulative analysis for the project. The analysis concluded that the proposed project would not conflict with or obstruct implementation of the applicable air quality management plan, violate any air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in any criteria pollutant for which the project region is in nonattainment status under an applicable federal or state ambient air quality standard.

Biological Resources

The cumulative study area for biological resources includes Western Riverside County. This part of the county is primarily developed, with undeveloped areas planned for future development. The proposed project is located within a mix of residential, commercial, and agricultural lands, which are also planned for future development. Implementation of the projects listed in Table 2-11 will facilitate new growth and development on undeveloped lands that contain sensitive habitat or species. Increased population growth as permitted by the City and County's General Plans would increase disturbance on open space lands from human use, vehicle travel, and domestic and opportunistic animals.

The preservation of land through the MSHCP would limit any cumulatively considerable regional disruption of wildlife. Given that sensitive species currently occur within the cumulative study area, development proposals will be required to adequately mitigate impacts on wildlife and habitat before development is permitted. Participation and enforcement of the MSHCP will reduce cumulative impacts on sensitive species, and its implementation will protect habitat for these species. These activities would reduce cumulative impacts on biological resources to less than significant levels. In addition, present and future projects would comply with requirements of the MBTA to avoid, minimize, and /or mitigate potential impacts on protected nests and, pursuant to existing federal and state regulations, would be required to implement restoration and replacement efforts for any impacts on special-status plants and wildlife. After the incorporation of measures provided in this IS related to biological resources, the proposed project's incremental contribution would not result in a cumulatively considerable impact.

Cultural Resources

The project vicinity represents an area of high paleontological sensitivity. In particular, the young eolian deposits (Qye) and very old alluvial channel deposits (Qoa) within the project site have the potential to contain paleontological resources. Project-related excavations and ground disturbance activities could potentially result in impacts in areas with high paleontological resource sensitivity. Mitigation measures have been proposed to reduce these impacts. Cumulative project impacts on cultural and paleontological resources would vary based on the footprint of each project. All projects that could potentially affect cultural and paleontological resources would be required to evaluate and assess impacts and, if necessary, provide mitigation measures.

Paleontological Resources

The RSA includes the project site and the areas immediately surrounding the project site. As detailed in the PIR/PER, the proposed project is located in an area of high paleontological sensitivity. The young eolian deposits (Qye) and very old alluvial channel deposits (Qoa) within the project site have the potential to contain paleontological resources. It is possible that construction of the proposed project, in particular excavation for widening and replacement of the Overcrossing structure, would potentially result in negative impacts on these deposits, which have been assigned a high paleontological resource sensitivity. In order to reduce these impacts, a PMP (Measure **PALEO-1**) will be prepared and implemented.

There are several other projects in the immediate vicinity of the project that were reviewed for paleontological impacts: the I-15 Express Lanes Project, the San Antonio Medical Plaza, the Lodge, RTRP, and the William Lyon Homes Residential Project. The San Antonio Medical Plaza was built, and the Lodge Residential Project is being built, on previously approved retail center sites and land use designated for residential development, respectively. The EIR for RTRP concluded that impacts on paleontological resources would be less than significant with mitigation. The environmental documents for the William Lyon Homes Residential Project and I-15 Express Lanes Project are not yet available. It is expected that the William Lyon Homes Residential project and I-15 Express Lanes Project could disturb nonrenewable paleontological resources due to their proximity to the project site. However, because the projects would be discretionary actions and subject to CEQA, the project would be required to incorporate measures to reduce impacts on unknown, nonrenewable paleontological resources. Therefore, construction activities associated with the project, in conjunction with other projects, would not result in cumulative impacts related to unknown and nonrenewable paleontological resources.

Once the proposed project and other projects are operational, they would not have the potential to affect unknown and nonrenewable paleontological resources. Therefore, operation of the proposed project, in conjunction with other projects, would not result in significant cumulative impacts under CEQA related to unknown and nonrenewable paleontological resources.

Hazards/Hazardous Materials

The RSA for hazards/hazardous materials includes the area within 0.5 mile of each side of the proposed project. The cumulative projects in the RSA for hazards/hazardous materials include the San Antonio Medical Plaza, I-15 Express Lanes Project, the Lodge, RTRP, and the William Lyon Homes Residential Project. As a condition of approval for the San Antonio Medical Plaza the owner and tenant are required to store, handle, and dispose of any hazardous or medical waste in a manner that is in accordance with all applicable federal, state, County, and City laws, regulations, and rules. Furthermore, prior to issuance of a certificate of occupancy, copies of medical waste transportation permits issued by the County of Riverside Department of Environmental Health shall be provided to the City of Eastvale Planning and Building departments. The Lodge Residential Project would not result in the storage, handling, or transport of hazards or hazardous materials. The environmental documents for the William Lyon Homes Residential Project and I-15 Express Lanes Project are not yet available, and RTRP is scheduled for construction in 2017.

According to the ISA prepared for the proposed project, several RECs are located within the proposed project boundaries (see Table 2-4). These include ACM, potential lead, and heavy metals associated with pavement striping; potential PCBs in pole- or pad-mounted electrical transformers; and a potential explosive hazard associated with the Gas Company pipeline should construction activities extend into the pipeline easement adjacent and parallel to the north side of Limonite Avenue. The EIR for RTRP concluded that the project would have less than significant impacts because it includes measures to ensure that hazardous wastes and materials are stored in a responsible manner and meet all regulatory requirements.

The proposed project, in conjunction with other projects, could expose the public to ACMs, LBP, PCBs, medical wastes, and pesticides during construction activities, should these materials be present. If construction of the William Lyon Homes were to occur at the same time, the potential would exist for additional exposure. However, adherence to project-specific requirements and measures would limit the potential for simultaneous exposure. Cumulative effects, should they occur, would be minor and temporary. Therefore, the proposed project, when combined with other projects, would not result in significant cumulative impacts under CEQA related to ACMs, LBP, PCBs, medical wastes, and pesticides.

Hydrology and Water Quality

The cumulative study area for hydrology and water quality is the Middle Santa Ana Hydrologic Area (HA), which encompasses approximately 520 square miles and includes portions of San Bernardino and northwestern Riverside County and is within the Santa Ana Hydrologic Basin Planning Area of the Santa Ana RWQCB. The Santa Ana River is the major drainage course in the Santa Ana Hydrologic Basin Planning Area.

The proposed project and other planned projects within the watershed are subject to compliance with the RWQCB's Santa Ana River Basin Plan, NPDES Permits, Riverside County codes, and pertinent city codes. Compliance with these plans and regulations would help minimize impacts on surface water runoff, groundwater recharge, groundwater elevations, and water quality impacts. As stated in the Final EIR for RTRP, with implementation of Environmental Protection Elements, BMPs as required by the SWPPP, and conformance to the standard Best Available Control Measures of both SCE and RPU, impacts on water resources would be less than significant and no mitigation measures would be required. Furthermore, the Final EIR for the Silverlakes Equestrian Project, which is pending, indicated that the project would not result in cumulatively considerable impacts on water resources, flood control, or water quality. Continued development in the project area is a continuation of the existing pattern of urban development that has resulted in extensive modifications to watercourses. The area's watercourses have been channelized, and drainage systems have been constructed in response to the urbanization and associated impervious surface area that has been created. The projects being considered for the cumulative analysis related to hydrology and water quality include all planned developments that would discharge to the Santa Ana River Hydrologic Unit. Because cumulative hydrology and water quality impacts are caused by the buildout of projects that increase the amount of impervious areas as well as pollutant loads, cumulative development is considered to be the development of all available parcels with plans for development within the Santa Ana River Hydrologic Unit over an extended period of time.

New development and redevelopment can increase urban pollutants in dry weather as well as stormwater runoff from project sites in wet weather. Each project must comply with NPDES permitting requirements and include BMPs to minimize impacts on water quality and local hydrology in compliance with local ordinances and plans adopted to comply with the MS4 Permit, Drainage Area Master Plan (DAMP), and Local Implementation Plan (LIP) as well as other applicable regulatory permits (e.g., De Minimus Permit, Construction General Permit, Section 404 Permit, 401 Water Quality Certification, CDFW Section 1600 Streambed Alteration Agreement). Each project must consider impaired receiving waters and the annual TMDL. The TMDL program identifies all constituents that adversely affect the beneficial uses of water bodies. It also identifies appropriate reductions in pollutant loads or concentrations from all sources so that the receiving waters can maintain/attain the beneficial uses found in the Basin Plan. Thus, by complying with TMDLs, the project's contribution to overall water quality improvement in the watershed, in context of the regulatory program, accounts for cumulative impacts.

The proposed project would include BMPs that would reduce pollutant concentrations in runoff from the roadway. In addition, the proposed storm drains would include longitudinal drainage systems and inlets and/or graded line drains that would be sized to accommodate runoff in the tributary watershed under buildout conditions.

Regional programs and BMPs, such as TMDL programs, the DAMP/LIP, and the MS4 Permit, have been designed in anticipation of future urbanization within the region. The regional control measures contemplate the cumulative effects of proposed development. The proposed project would be required to comply with the regulations in effect at the time the grading permits are issued. Compliance with these regional programs and the Construction General Permit constitutes compliance with programs to address cumulative water quality impacts. Therefore, the proposed project's contribution to cumulative hydrology and water quality impacts would not be substantial. The proposed project would not contribute to cumulative hydrology, floodplain, water quality, and/or stormwater runoff impacts in combination with the planned and programmed projects listed in Table 2-11.

Geology/Soils

The RSA includes the area within 0.5 mile of each side of the project. The cumulative projects in the RSA for geology and soils include the I-15 Express Lanes Project, San Antonio Medical Plaza, the Lodge, RTRP, and the William Lyon Homes Residential Project. Based on adoption of an Initial Study/Mitigated Negative Declaration, the San Antonio Medical Plaza would not have a significant effect on the environment, including geology and soils. The Lodge Residential Project would not result in significant effects on the environment, as the project would be built on land that is approved for residential development and built to standard engineering requirements. The environmental documents for the William Lyon Homes Residential Project and the I-15 Express Lanes Project are not yet available, and RTRP is scheduled for construction in 2017. Construction of RTRP and the proposed project have the potential to overlap. The EIR for RTRP concluded that the project would result in less than significant impacts on geology and soils.

The proposed project, in conjunction with other planned projects in the vicinity, may result in short-term increases in erosion due to grading activities. Increased development density in the surrounding areas could expose persons and property to potential impacts due to seismic activity.

However, construction in accordance with the accepted engineering standards and building codes, on a project-by-project basis, will reduce the potential for structural damage due to seismic activity to the maximum extent feasible.

Noise

The RSA for noise includes the area within 0.5 mile of each side of the project. The cumulative projects in the noise RSA include the I-15 Express Lanes Project, San Antonio Medical Plaza, the Lodge, RTRP, and the William Lyon Homes Residential Project. The San Antonio Medical Plaza is constructed within a retail center and complies with the City of Eastvale General Plan and Zoning Code and consistent with the development of the vicinity. Based on adoption of an Initial Study/Mitigated Negative Declaration, significant noise impacts are not anticipated to occur. The Lodge Residential Project would comply with applicable City construction noise standards to limit noise exposure to surrounding sensitive receptors. The environmental documents for the William Lyon Homes Residential Project and the I-15 Express Lanes Project are not yet available, and RTRP is scheduled for construction in 2017. The Final EIR for RTRP concludes less than significant impacts related to noise impacts, and no significant unavoidable impacts associated with noise. The timing of construction and potential alignment of RTRP and the proposed project could overlap. Compliance with city and county municipal codes would place restrictions and time limits on construction activities. Due to adherence to these codes, the cumulative impact associated with the two projects' construction noise would be less than significant. In addition, because construction-related noise generated under the proposed project would be addressed by implementation of the noise control measures provided in **NOI-1**, construction-related impacts from the proposed project would not result in a cumulatively considerable impact.

Cumulative noise impacts were considered for the future design year 2040, which accounts for future development in the project area. As a result, the analysis contained in Section 2.12 constitutes the operational noise cumulative analysis for the project.

Traffic/Transportation

The RSA for construction traffic includes the area within 0.5 mile of each side of the project. The cumulative projects in the RSA include the I-15 Express Lanes Project, San Antonio Medical Plaza, RTRP, and the William Lyon Homes Residential Project. Construction of the San Antonio Medical Plaza conforms to the requirements of the City of Eastvale General Plan and Zoning Code for its permitted use and was designed to meet and exceed the minimum development standards of the zoning district. The San Antonio Medical Plaza project does not conflict with on-street vehicular traffic of adjacent land uses. The Lodge Residential Project would comply with the General Plan and Zoning Code for residential development and be subjected to fair share improvements to lessen any impacts related to traffic. The environmental documents for the William Lyon Homes Residential Project and the I-15 Express Lanes Project are not yet available, and RTRP is scheduled for construction in 2017. The Final EIR for RTRP states that mitigation measures would reduce all potential transportation-related impacts to less than significant levels and a statement of overriding considerations would not be required. Construction of RTRP and the proposed project could occur at the same time. The proposed project includes the preparation of a TMP to reduce potential construction-related traffic conflicts, detours, and delays. The TMP would include identification of detour routes within the construction area, placement of appropriate signs, cones, and barricades in the vicinity of construction, scheduling

of construction activities during off-peak hours, and development of plans that ensure emergency access and entry to existing residences and businesses within the construction areas. Traffic control during construction may include off-peak lane closures and nighttime traffic detours to allow falsework construction. A staged construction plan would be implemented to keep the existing bridge and ramps open to traffic. This impact would be temporary and would be less than significant with the implementation of Measure **PS-1** in Section 2.14.2. Construction-related impacts from the proposed project would not result in a cumulatively considerable traffic impacts.

The traffic analysis for the proposed project is based on future traffic conditions in the Year 2040, which accounts for future development in the project area. As a result, the analysis in Section 2.16 constitutes the operational cumulative analysis for the proposed project. In 2040, without the proposed project, the northbound I-15 off-ramp to Limonite Avenue would function at an unacceptable LOS (E and F) during both the AM and PM peak hours. With the proposed project, the northbound I-15 off-ramp to Limonite Avenue would function at an acceptable LOS A for both AM and PM peak hours, and the northbound on-ramp would function at an acceptable LOS B for both AM and PM peak hours in 2040. The proposed project would generally reduce vehicle delays and improve LOS in the project area. Therefore, the proposed project is not anticipated to contribute to permanent cumulative impacts that affect mobility in the project area.

Other projects in the area may be under construction in the same timeframe as the proposed project. To the extent that construction periods overlap, there is a potential for cumulative local level traffic impacts from multiple project detours and lane reductions occurring simultaneously in and adjacent to the project area, potentially resulting in deterioration of traffic operations on local roadways. The Cities and County would coordinate the timing of project detours and lane closures for all projects in the area in order to minimize traffic impacts. With minimization Measure **PS-1**, the proposed project would have no adverse short-term impacts on traffic/transportation; therefore, the project would not contribute either directly or indirectly to a cumulatively considerable impact.

Public Services and Utilities

The RSA for the project includes the project site and properties immediately adjacent to the project. The cumulative projects in the RSA include the I-15 Express Lanes Project, San Antonio Medical Plaza, RTRP, and the William Lyon Homes Residential Project. Based on adoption of an Initial Study/Mitigated Negative Declaration, the San Antonio Medical Plaza would not result in significant impacts to public service and utilities. As a condition of approval, the developer would be required to submit a plan of water and sewer service to determine connection points. The Jurupa Community Services District will provide services contingent upon approval of an availability letter by the Board of Directors, compliance with Jurupa Community Service District rules, regulations, and payment of appropriate fees. The Lodge Residential Project would require approval and service agreements from utilities prior to permitting approval. The environmental documents for the William Lyon Homes Residential Project and the I-15 Express Lanes Project are not yet available, and RTRP is scheduled for construction in 2017. As stated in the Final EIR for RTRP, significant impacts on public services and utilities are not anticipated to occur. Furthermore, RTRP would not result in any significant unavoidable impacts on public services or utility systems. Construction of RTRP and the proposed project could occur at the same time.

Construction activities of one or more projects at the same time in the project area could result in temporary, localized, site-specific disruptions, including partial and/or complete street and lane closures, and detours. This could lead to an increase in delay times for emergency response vehicles during construction. The potential for disruption or obstruction of emergency services access in the project area to occur as a result of construction activities would be avoided with Measure **PS-1**. Cumulative effects of construction, if they occur, would be minor and temporary.

2.18.3 Avoidance, Minimization, and/or Mitigation Measures

No additional avoidance, minimization, or mitigation measures are needed beyond those proposed under the individual resource discussions.

Chapter 3 Coordination and Comments

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this proposed project have been accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination meetings, and coordination with resource agencies and Native American individuals and organizations. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Consultation with several agencies occurred in conjunction with preparation of the proposed project technical reports and this Initial Study. These agencies are identified in the various technical reports and include CDFW, USFWS, and NAHC.

Members of the local government agencies have also attended monthly Project Development Team (PDT) meetings. The PDT meetings involve discussions, status, and progress of the proposed project. The representative attendees included the Department, the County of Riverside, City of Jurupa Valley, the City of Eastvale, and various consultants.

3.1 Coordination with Resource Agencies

The Department, as a State Permittee to the MSHCP, is responsible for following the State Permittee Project Review process (MSHCP, Vol. 1, Section 6.0, pages 6-84). The Department submitted the NES (MI) to CDFW and USFWS for MSHCP consistency review. Following review and consultation, the Wildlife Agencies provided the Department with a concurrence e-mail documenting MSHCP consistency (see Appendix F). An updated USFWS species list was received on October 12, 2015. One new species, thread-leaved brodiaea (*Brodiaea filifolia*), was identified on the list. However, this species is a fully covered species under the MSHCP and no suitable habitat is present, thus no survey or additional evaluation is necessary.

The NAHC was contacted on October 17, 2012 and was sent a letter and map depicting the project location. A Sacred Lands Data Files search and list of potentially interested Native American Groups and Individuals was requested. The NAHC responded on October 18, 2012. They stated that a search of their Sacred Lands Database did not yield any sacred lands or traditional cultural properties within the APE. In addition, the NAHC provided a list of Native American contacts in the region. On February 25, 2013, the Department sent letters and maps showing the project location, and a project layout map, to the contact received from the NAHC. Follow-up phone calls and emails were sent on April 10, 2013 and May 6, 2013. As of October 12, 2015, no additional responses have been received.

3.2 Coordination with Property Owners

3.2.1 Park and Ride

Coordination Meetings have also occurred to discuss the Park and Ride Facility. These meetings occurred on January 8, 2013 and March 26, 2013. The layout of the Park and Ride Facility was also presented and discussed during multiple PDT meetings. All stakeholders were in agreement with the proposed reconstruction of the Park and Ride Facility. A summary of the coordination meeting discussion is included below.

January 8, 2013 Park and Ride Facility Coordination Meeting

This meeting was attended by the property owner's representative, consultants, and the County of Riverside. Due to the impacts of the interchange project, a discussion took place to either relocate or reconfigure the Park and Ride Facility. Two options were presented for review. Option 1 places the Park and Ride Facility in a similar footprint to existing conditions, but moved slightly northerly. Option 2 places the Park and Ride Facility under the proposed utility corridor easement with an access road along the Limonite Avenue frontage. As a result of current or planned land uses, relocation would not be feasible.

March 26, 2013 Park and Ride Coordination Meeting

This meeting was attended by the property owner's representative, consultants, and the County of Riverside. A status update meeting between the Department and the project team indicated a willingness to incorporate the Park and Ride Facility parking spaces into the adjacent planned commercial development. An interim condition would be required until the adjacent commercial development is built. A preliminary interim layout was presented and discussed. The preliminary interim layout discussion topics included bus access, entrance driveways, cell tower access, grading, parking spaces, retaining wall, sidewalks, and the development proposed for the northwest quadrant of the Wineville Avenue/Limonite Avenue intersection.

3.2.2 Request for Documents

Two adjacent property owners requested copies of the technical reports that have been prepared for the project. These documents were provided to the property owners in August 2014 and November 2014, respectively.

3.3 Circulation

The Initial Study (with Proposed) Mitigated Negative Declaration (IS/MND) was circulated for public review from July 20, 2015 to August 19, 2015. The document was made available for review at the Riverside County Transportation Department, Eastvale Public Library, Glen Avon Public Library, and also made available online at www.dot.ca.gov/dist8/Project-I-15-Limonite-Interchange.html. Notices regarding the document availability were published in the Press Enterprise and La Prensa (see Appendix G). A Public Meeting was held on August 6, 2015 from 6:30 pm to 8:30 pm at Dr. Augustine Ramirez Intermediate School in the City of Eastvale and a Public Outreach Meeting was held on August 19, 2015 from 6 pm to 8 pm at the Jurupa Valley City Hall in the City of Jurupa Valley.

A total of fifteen comment letters/e-mails were received during the availability period for the Draft IS/MND. Copies of the letters/e-mails and comments, along with the responses, are

provided in Appendix H. A CD containing the Final ISMND document will be sent to those who submitted a comment (between the public review comment submittal deadline period of July 20, 2015 to August 19, 2015) and provided a valid mailing address.

| Commenter | Date |
|---|-----------------|
| A. State Clearinghouse and Planning Unit | August 19, 2015 |
| B. South Coast Air Quality Management District | August 19, 2015 |
| C. CA Department of Fish and Wildlife | August 18, 2015 |
| D. Southern California Edison | August 18, 2015 |
| E. Riverside County Flood Control and Water Conservation District | August 18, 2015 |
| F. Public Works Department, City of Eastvale | August 19, 2015 |
| G. Albert A. Webb Associates | August 20, 2015 |
| H. Soboba Band of Luiseno Indians | August 17, 2015 |
| I. Diane Vencek | July 27, 2015 |
| J. Mike Ritchie | August 5, 2015 |
| K. Betty Anderson | August 6, 2015 |
| L. Stephen Anderson | August 6, 2015 |
| M. R. O' Quinn | August 6, 2015 |
| N. Robert Zavana | August 6, 2015 |
| O. Diane Vencek | August 7, 2015 |

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Soraya Swiontek GIS Analyst

Chapter 5 Distribution List

The IS or an NOP was distributed to local and regional agencies; and utility providers affected by the proposed project. In addition, property owners directly affected by the project were provided with Notice of Availability of the document. Updates to the names/address under Local Elected Officials indicate changes that have occurred since the draft IS/MND was circulated.

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U.S. Army Corps of Engineers
Los Angeles District
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Palm Springs California 92262

California Dept. of Fish & Wildlife, Region 6
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Ontario CA 91764

California Department of Conservation
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California Highway Patrol
Inland Division (801)
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San Bernardino CA 92408-2820

California Department of Water Resources
1416 9th Street
Sacramento CA 95814

Native American Heritage Commission
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Sacramento CA 95814

California Air Resources Board
1001 I Street
Sacramento CA 95812

State Clearinghouse
Executive Officer
Office of Planning and Research
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Sacramento CA 95814

State Water Resources Control Board
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California Transit Association
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City of Norco
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Louis Rubidoux Library
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Del Taco
Store Manager
6269 Pats Ranch Rd
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Lowe's Home Improvement
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Mira Loma CA 91752

Fitness 19
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Michaels
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Kristie Vo
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Vons
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The Home Depot
A Qiang
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Starbucks
Store Manager
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Julia P.
12387 Limonite Ave
Mira Loma CA 91752

Sport Chalet
Michael Berlock
12399 Limonite Ave
Mira Loma CA 91752

Buffalo Wild Wings
Store Manager
12411 Limonite Ave #650
Mira Loma CA 91752

Kohl's Mira Loma
Nancy Neal
12315 Limonite Ave
Mira Loma CA 91752

Edwards Theaters Eastvale Gateway
Stadium 14 Movie Theater
Store Management
12285 Limonite Ave
Mira Loma CA 91752

Little Caesars Pizza
Store Manager
12552 Limonite Ave #100
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DV Urgent Care & Family Practice
Office Manager
6080 Hamner Ave #100
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Tutor Time in Eastvale CA
Tammie, Director
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One Touch Beauty
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Hair Elegance
Monique or Store Manager
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Target
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Carino's Italian Grill
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Store Manager
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Mira Loma CA 91752

Tilly's
Store Manager
12327 Limonite Ave
Mira Loma CA 91752

Nutrishop
Store Manager
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Mira Loma CA 91752

On the Border
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Mira Loma CA 91752

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Game Stop
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Staples
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Branch Manager
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Chapter 6 References

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- _____. 2014a. *I-15/Limonite Avenue Interchange Improvement Project Visual Impact Assessment (VIA)*. March.
- _____. 2014b. *I-15/Limonite Avenue Interchange Improvement Project Noise Study Report (NSR)*. May.
- _____. 2014c. *I-15/Limonite Avenue Interchange Improvement Project Community Impact Assessment Memorandum*. March.
- _____. 2014d. *I-15/Limonite Avenue Interchange Improvements Project Noise Abatement Decision Report (NADR)*. August.
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_____. 2013c. *Location Hydraulic Study for the I-15/Limonite Avenue Interchange Improvement Project*. June.

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Appendix A – Title VI Policy Statement

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Be energy efficient!*

March 2013

**NON-DISCRIMINATION
POLICY STATEMENT**

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

Appendix B – Environmental Commitment Record

Date: (February 2016
of approved ED)
Project Phase:
 PA/ED (DED/FED)
 PS&E Submittal
 Construction

ENVIRONMENTAL COMMITMENTS RECORD (I-15/Limonite Avenue Interchange Improvements Project)

08-RIV-15
PM 46.7 / 49.7

EA 0E-150
PN 0800020201

| Avoidance, Minimization, and/or Mitigation Measures | Page # in Env. Doc. | Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline) | Responsible for Development and/or Implementation of Measure | Timing/ Phase | If applicable, corresponding construction provision: (standard, special, non- standard) | Action(s) Taken to Implement Measure | Measure Completed (Date and Initials) | Remarks | Environmental Compliance | |
|---|---------------------------|---|--|------------------|---|--|--|---------|-----------------------------|----|
| | | | | | | | | | YES | NO |
| Visual/Aesthetics | | | | | | | | | | |
| AES-1 Per Department standards regarding erosion control, exposed slopes will be revegetated. | p. 2-4 | VIA | Resident Engineer / Contractor, Landscape Architect | Construction | | | | | | |
| AES-2 Lighting for the project will be shielded. | p. 2-4 | VIA | Resident Engineer / Contractor | Construction | | | | | | |
| AES-3 The design and implementation of aesthetic elements shall be coordinated between local agencies and the Department and incorporated during final design. | p. 2-4 | VIA | Resident Engineer / Contractor, Landscape Architect | Final Design | | | | | | |
| AES-4 Aesthetic treatments shall be coordinated during final design. At a minimum, decorative railing shall be used at the overcrossing, medians shall be aesthetically treated with hardscaping and wall treatments for the overcrossing and retaining walls shall include fractured rib texture (or other similarly aesthetic texture). | p. 2-4 | VIA | Resident Engineer / Contractor, Landscape Architect | Final Design | | | | | | |
| AES-5 Existing landscaping will be replaced in-kind (ratio of 1:1) (24-inch box), or if smaller plant material is chosen, then a 5:1 plant replacement ratio and one type of ground cover (grass) will be installed. | p. 2-4 | VIA | Resident Engineer/ Contractor, Landscape Architect | Construction | | | | | | |
| AES-6 Plant material will be installed with irrigation in a meandering design within the interchange. | p. 2-4 | VIA | Resident Engineer/ Contractor, Landscape Architect | Construction | | | | | | |
| AES-7 The sound wall shall have front planting vines and an irrigation system (controller included) shall be applied to it. | p. 2-4 | ISMND | Resident Engineer/ Contractor, Landscape Architect | Construction | | | | | | |

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| | | | | | | | | | | YES | NO |
| AES-8 The meter with non-potable water will be installed as part of this project. The front planting will also be installed. | p. 2-4 | ISMND | Resident Engineer/ Contractor, Landscape Architect | Construction | | | | | | | |
| Air Quality | | | | | | | | | | | |
| AQ-1 The construction contractor shall comply with Caltrans' Standard Specifications in Section 14 (2010). <ul style="list-style-type: none"> Section 14-9.01 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. Section 14-9.02 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18. | p. 2-9 | Air Quality Report | Resident Engineer / Contractor | Grading/ Construction | Standard Specification 14-9 | | | | | | |
| AQ-2 Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right of way line, depending on local regulations. | p. 2-9 | Air Quality Report | Resident Engineer / Contractor | Grading/ Construction | Standard Specification 19-9.03A | | | | | | |
| AQ-3 Spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas. | p. 2-9 | Air Quality Report | Resident Engineer / Contractor | Grading/ Construction | | | | | | | |
| AQ-4 Wash off trucks as they leave the right of way as necessary to control fugitive dust emissions. | p. 2-10 | Air Quality Report | Resident Engineer / Contractor | Grading/ Construction | | | | | | | |
| AQ-5 Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment, as provided in California Code of Regulations Title 17, Section 93114. | p. 2-10 | Air Quality Report | Resident Engineer / Contractor | Grading/ Construction | | | | | | | |

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| | | | | | | | | | | YES | NO |
| AQ-6 Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts on existing communities. | p. 2-10 | Air Quality Report | Resident Engineer / Contractor | Grading/ Construction | | | | | | | |
| AQ-7 Locate equipment and material storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly. | p. 2-10 | Air Quality Report | Resident Engineer / Contractor | Grading/ Construction | | | | | | | |
| AQ-8 Establish Environmentally Sensitive Areas (ESAs) or their equivalent near sensitive air receptors where construction activities involving extended idling of diesel equipment would be prohibited, to the extent feasible. | p. 2-10 | Air Quality Report | Resident Engineer/ Contractor/ District Air Quality | Prior to Construction | | | | | | | |
| AQ-9 Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic. | p. 2-10 | Air Quality Report | Resident Engineer/ Contractor | Grading/ Construction | | | | | | | |
| AQ-10 Cover all transported loads of soils and wet materials prior to transport or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emissions of dust (particulate matter) during transportation. | p. 2-10 | Air Quality Report | Resident Engineer/ Contractor | Grading/ Construction | | | | | | | |
| AQ-11 Promptly and regularly remove dust and mud on paved public roads from construction activity and traffic to decrease particulate matter. | p. 2-10 | Air Quality Report | Resident Engineer/ Contractor | Grading/ Construction | | | | | | | |
| AQ-12 Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads. | p. 2-10 | Air Quality Report | Resident Engineer/ Contractor, County | Prior to/ During Construction | | | | | | | |
| AQ-13 Install mulch or plant vegetation as soon as practicable following completion of all site disturbance activities to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust | p. 2-10 | Air Quality Report | Resident Engineer/ Contractor | During/ After Construction | | | | | | | |

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| | | | | | | | | | | YES | NO |
| and visible emission issues; controls, such as dampened straw, may be needed. | | | | | | | | | | | |
| AQ-14 To control the generation of construction-related fugitive dust emissions, the Department will require construction contractors to comply with SCAQMD's Rule 403 requirements. | p. 2-10 | Air Quality Report | Resident Engineer/ Contractor | During Grading/ Construction | | | | | | | |
| AQ-15 Use of lighter colored pavement where feasible. | p. 2-10 | Initial Study | Resident Engineer/ Contractor | Include during Final Design/ Implement during construction | | | | | | | |
| AQ-16 Use EPA Tier-3 compliant off-road construction equipment during construction. | p.2-10 | Initial Study | Resident Engineer/ Contractor | During grading/ construction | | | | | | | |
| AQ-17: The following measures would ensure that adverse air quality impacts during construction are minimized: <ul style="list-style-type: none"> - Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained, the lead agency shall use trucks that meet EPA 2007 model year NOx emissions requirements. - Require all on-site construction equipment to meet the following: <ul style="list-style-type: none"> o All off road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel | p.2-10 | Initial Study | Resident Engineer/ Contractor, County | During construction/A fter Construction | | | | | | | |

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| | | | | | | | | | | YES | NO |
| <p>emissions control strategy for a similarly sized engine as defined by CARB regulations.</p> <ul style="list-style-type: none"> o A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. o Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: Bhttp://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines. <ul style="list-style-type: none"> - Require the use of electricity from power poles rather than temporary diesel or gasoline power generators, when feasible. - Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow. - - Reroute construction trucks away from congested streets or sensitive receptor areas, to the extent possible. - Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation. - Improve traffic flow by signal synchronization. | | | | | | | | | | | |

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|--|---------------------------|---|--|---|---|--|--|----|---------|-----------------------------|----|
| | | | | | | | YES | NO | | YES | NO |
| <ul style="list-style-type: none"> - Limit soil disturbance to the amounts analyzed in the Draft MND. - All materials transported off-site shall be securely covered. - Reduce traffic speeds on all unpaved roads to 15 mph or less. - Construct or build with materials that do not require painting, to the extent feasible. - Require the use of pre-painted construction materials where possible. | | | | | | | | | | | |
| Biological Resources | | | | | | | | | | | |
| <p>BIO-1 Burrowing Owl Preconstruction Survey and Avoidance. A preconstruction presence/absence survey for burrowing owl following MSHCP protocol must be conducted within 30 days prior to construction. The preconstruction survey will include the project impact area and a 300-foot buffer if between March 1 and August 31 (nesting season), and a 100-foot buffer if outside of this window. If the species is found nesting construction will not occur within a 300-foot buffer until either (1) a qualified ornithologist has confirmed that the pair is no longer nesting and all young (if present) are independently foraging or (2) active relocation by a properly permitted biologist will be performed with concurrence from CDFW and the U.S. Fish and Wildlife Service (USFWS). If active relocation is required then CDFW and USFWS shall be notified prior to any relocation occurring. Development of a relocation plan shall be prepared and concurred with by USFWS, CDFW, and the Riverside Conservation Authority (RCA) prior to relocation. Passive relocation will not be utilized if burrowing owl relocation is required. This measure would be superseded by any burrowing owl preconstruction survey protocol required in an aquatic</p> | p. 2-41 | NES/MI | Qualified Biologist | 30 days prior to construction. During owl breeding season (March 1 – August 31) | Standard Special Provision 14-6.03A | | | | | | |

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|--|---------------------------|---|--|------------------|---|--|--|--|---------|-----------------------------|----|
| | | | | | | | | | | YES | NO |
| permit (Clean Water Act [CWA] 401, 404; CDFW 1602) as long as no mortality occurs to burrowing owl. | | | | | | | | | | | |
| <p>BIO-2 MSHCP Construction Guidelines. The project will implement the construction guidelines in MSHCP Volume I, Section 7.5.3, as applicable. These will be incorporated in conjunction with the BMP measures in BIO-3.</p> <ul style="list-style-type: none"> o 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, use of plant material for erosion control. Plans will be reviewed and approved by the County of Riverside and participating jurisdiction prior to construction. o Clearing of natural vegetation will be performed outside of the active breeding season for birds as defined in the MSHCP (March 1 through June 30). If work needs to occur during this window, BIO-4 (below) will be implemented. o When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to vegetation, appropriate firefighting equipment (e.g., extinguishers, shovels, water tankers) shall be available on the site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods shall be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires shall advise contractors regarding fire risk from all construction-related activities. | p. 2-42 | NES/MI | Resident Engineer/ Contractor/ Qualified Biologist | Construction | | | | | | | |

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| | | | | | | | | | | YES | NO |
| Avoidance, Minimization, and/or Mitigation Measures | | | | | | | | | | | |
| <ul style="list-style-type: none"> o Training of construction personnel will be provided. A qualified biologist will conduct a training session for Project personnel prior to grading. The training will include a description of the species of concern and its habitats, the general provisions of the Federal Endangered Species Act (FESA) and the MSHCP, the need to adhere to the provisions of the FESA and the MSHCP, the penalties associated with violating the provisions of the FESA, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished. o The qualified Project biologist will monitor construction activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the Project footprint (MSHCP Vol. I, Section 7.5.3). Additionally, ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices (BMPs). o Construction employees will strictly limit their activities, vehicles, equipment, and construction materials to the proposed Project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the Project and will be specified in the construction plans. Construction limits will be demarcated using environmentally sensitive area fencing (e.g., orange snow screen). Exclusion fencing should be maintained until the completion of all construction activities. | | | | | | | | | | | |

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| | | | | | | | | | | YES | NO |
| <ul style="list-style-type: none"> o Exotic species removed during construction will be properly handled to prevent sprouting or regrowth. o Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized. o Short-term stream diversions will be accomplished by use of sand bags or other methods that will result in minimal instream impacts. Short-term diversions will consider effects on wildlife. o 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. o No erodible materials will be deposited into water courses. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks. o The footprint of disturbance will be minimized to the maximum extent feasible. Access to sites will occur on pre-existing access routes to the greatest extent possible. o 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 initiation of construction activities. o 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. | | | | | | | | | | | |

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|--|---------------------------|---|--|------------------|---|--|--|----|---------|-----------------------------|----|
| | | | | | | | YES | NO | | YES | NO |
| <p>Avoidance, Minimization, and/or Mitigation Measures</p> <ul style="list-style-type: none"> ○ Ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices. ○ Active construction areas shall be watered regularly to control dust and minimize impacts to adjacent vegetation (MSHCP Vol. I, Section 7.5.3). ○ All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall occur only in designated areas within the proposed grading limits of the project site. These designated areas shall be clearly marked and located in such a manner as to contain run-off. | | | | | | | | | | | |
| <p>BIO-3 Standard Best Management Practices. MSHCP best management practices (BMPs) will be implemented during construction (MSHCP Volume I, Appendix C), as applicable. Some of the measures in BIO-2 would also be considered BMPs and would apply in conjunction with the measures below.</p> <ul style="list-style-type: none"> ○ Water pollution and erosion control plans shall be developed and implemented in accordance with Regional Water Quality Control Board (RWQCB) requirements. ○ The footprint of disturbance shall be minimized to the maximum extent feasible. Employees will be instructed that their activities are restricted to the construction areas. Access to sites shall be via pre-existing access routes to the greatest extent possible. ○ When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of | p. 2-43 | NES/MI | Resident Engineer/ Contractor/ Qualified Biologist | Construction | | | | | | | |

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|--|---------------------------|---|--|------------------|---|--|--|--|---------|-----------------------------|----|
| | | | | | | | | | | YES | NO |
| <p>sediments offsite. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream.</p> <ul style="list-style-type: none"> o Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream. o Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, USFWS, and CDFW, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas. o The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint. o The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species. o To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All | | | | | | | | | | | |

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| | | | | | | | | | | YES | NO |
| food related trash items shall be enclosed in sealed containers and regularly removed from the site(s). o The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs. | | | | | | | | | | | |
| BIO-4 A pre-construction nesting bird survey will be conducted no more than 3 days prior to vegetation clearing, ground disturbance, or construction activities(including staging) during the breeding season (March 1 to August 31 for nonraptors, January 15 to June 30 for raptors). The survey will occur within the 300-foot buffer area for raptors and within the 200-foot buffer area for other birds. If nesting birds (or raptors) are found, an avoidance buffer will be established by a qualified biologist and will remain until a qualified biologist has determined that young have fledged or nesting activities have ceased. This measure will be superseded by any preconstruction nesting bird survey measure(s) required in an aquatic permit (CWA 401, 404; CDFW 1602). | p. 2-44 | NES/MI | Qualified Biologist | Prior to Construction (30 days prior to vegetation clearing, ground disturbance, or construction if work would occur between January 15 to August 31 [remainder of measure would apply only if nesting birds or raptors are found]) | Standard Special Provision 14-6.03A | | | | | | |
| BIO-5 Preconstruction Bat Survey. To prevent impacts on daytime bat roosts and maternity roosts, a qualified biologist experienced | p. 2-45 | NES/MI | Qualified Biologist | Prior to Construction | | | | | | | |

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ENVIRONMENTAL COMMITMENTS RECORD (I-15/Limonite Avenue Interchange Improvements Project)

08-RIV-15
PM 46.7 / 49.7

EA 0E-150
PN 0800020201

| Avoidance, Minimization, and/or Mitigation Measures | Page # in Env. Doc. | Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline) | Responsible for Development and/or Implementation of Measure | Timing/ Phase | If applicable, corresponding construction provision: (standard, special, non- standard) | Action(s) Taken to Implement Measure | Measure Completed (Date and Initials) | | Remarks | Environmental Compliance | |
|--|---------------------------|---|--|--|---|--|--|--|---------|-----------------------------|----|
| | | | | | | | | | | YES | NO |
| <p>with southern California bat species will conduct bat and bat roosting site surveys prior to removal of mature trees. This preconstruction survey will be conducted at any mature tree proposed for removal and within any man-made structure (e.g. bridges and culverts) that would be suitable for bat species within 100 feet of the PIA. If roosting sites or bats are not found, a report confirming their absence will be sent to the CDFW and no further mitigation will be required.</p> <p>If the preconstruction survey determines bats are roosting, and tree removal is scheduled to occur between October 1 and March 30 (outside of the maternity season of April 1 through September 30), the following two-step cutting process would occur:</p> <ol style="list-style-type: none"> 1. Surrounding branches that do not house bats at the time that the eviction would occur would be removed. This would alter the condition of the roost tree, causing bats to abandon the roost. 2. The tree can then be fully removed. A visual inspection of the roost tree would be required prior to removal to verify that all bats have been successfully excluded. This work will be completed by a bat exclusion professional. <p>If the preconstruction survey finds bats to be roosting and tree removal is scheduled to occur during the maternity season (April 1 through September 30), a qualified biologist will monitor the roost to determine if the roost site is a maternal roost. This may be determined by either visual inspection of the roost for bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats will be evicted as described above. If the roost is determined to be a maternal</p> | | | | (Surveys to be conducted prior to removal of any mature trees [remainder of measure would be implemented if any bats are found]) | | | | | | | |

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|--|--|---|--|--------------------------------|---|--|--|--|---------|-----------------------------|----|--|
| | | | | | | | | | | YES | NO | |
| Avoidance, Minimization, and/or Mitigation Measures | | | | | | | | | | | | |
| <p>roost, eviction cannot occur during the nursery season, as bat pups cannot leave the roost until they have reached maturity. In this case, a 250-foot-wide buffer zone (or an alternative width, as determined in consultation with CDFW) will be established around the roosting site, within which no construction-related impacts will occur until the bat pups are mature enough to permanently leave the roost.</p> <p>If bat roosts are found within man-made structures during the maternity season (April 1 through September 30), no work will be permitted. In this case, a 250-foot-wide buffer zone (or an alternative width, as determined in consultation with CDFW) will be established around the roosting site, within which no construction-related impacts will occur until the bat pups are mature enough to permanently leave the roost. If the roost is determined to not be a maternal roost, then bats will be evicted by a bat exclusion professional.</p> | | | | | | | | | | | | |
| Cultural Resources | | | | | | | | | | | | |
| CR-1 | If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archeologist can assess the nature and significance of the find. | p. 2-48 | HPSR/ASR | Resident Engineer / Contractor | All ground disturbing activities/ Construction | Standard Specification 14-2.02A | | | | | | |
| CR-2 | In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; | p. 2-48 | HPSR/ASR | Resident Engineer / Contractor | All ground disturbing activities/ Construction | | | | | | | |

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|---|---------------------------|---|--|------------------|---|--|--|--|---------|-----------------------------|----|
| | | | | | | | | | | YES | NO |
| Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable. | | | | | | | | | | | |
| Paleontology | | | | | | | | | | | |
| <p>PALEO-1 A Paleontological Mitigation Plan (PMP) shall be developed and implemented prior to commencement of project construction. The PMP shall follow the guidelines of the Department and the recommendations of the Society of Vertebrate Paleontology (SVP). These recommendations include:</p> <ul style="list-style-type: none"> Attendance by a qualified paleontologist at the preconstruction meeting to consult with the grading and excavation contractors. On-site presence of a paleontological monitor to inspect for paleontological resources on a full-time basis during the original cutting of previously undisturbed deposits of high paleontological resource potential and on a part-time basis during the original cutting of previously undisturbed deposits of low paleontological resource potential. Salvage and recovery of paleontological resources by the qualified paleontologist or paleontological monitor. Collection of stratigraphic data by the qualified paleontologist and/or paleontological monitor to provide a stratigraphic context for recovered paleontological resources. Preparation (repair and cleaning), sorting, and cataloguing of recovered paleontological resources. | p. 2-48 | PIR/PER | Qualified Paleontologist | During PS&E | | | | | | | |

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|--|---------------------------|---|--|--------------------------|---|--|--|----|---------|-----------------------------|----|--|
| | | | | | | | YES | NO | | YES | NO | |
| <ul style="list-style-type: none"> Donation of prepared fossils, field notes, photographs, and maps to a scientific institution with permanent paleontological collections, such as the San Bernardino county Museum (SBCM). Completion of a final summary report that outlines the results of the mitigation program. <p>The PMP shall also incorporate the general guidelines for conformable impact mitigation to significant nonrenewable paleontological resources as developed by the SVP (1995). A PMP shall be prepared and submitted to the Department for review during the Plans, Specifications, and Estimates (PS&E) phase of the project</p> | | | | | | | | | | | | |
| Hazards and Hazardous Materials | | | | | | | | | | | | |
| HAZ-1 To avoid impacts from pavement striping during construction, testing and removal requirements for yellow striping and pavement marking materials shall be performed in accordance with Caltrans Standard Special Provision 15 2.02C(2) "REMOVE TRAFFIC STRIPES AND PAVEMENT MARKINGS CONTAINING LEAD". This Standard Special Provision requires a lead compliance plan for removal when residue is non-hazardous. | p. 2-69 | ISA | Resident Engineer/ Contractor | Prior to Construction | | | | | | | | |
| HAZ-2 Any leaking transformers observed during the course of the project shall be considered a potential PCB hazard. Should leaks from electrical transformers (that will either remain within the construction limits or will require the removal and/or relocation) be encountered during construction, the transformer fluid shall be sampled and analyzed by qualified personnel for detectable levels of PCBs. Should PCBs be detected, the transformer shall be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations | p. 2-69 | ISA | Resident Engineer/ Contractor | During Construction | | | | | | | | |

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|---|---------------------|--|--|-----------------------|--|--------------------------------------|---------------------------------------|--|---------|--------------------------|----|
| | | | | | | | | | | YES | NO |
| and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCBs shall also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. | | | | | | | | | | | |
| HAZ-3 Based on preliminary plans, right-of-way acquisition is not expected at the Chevron Gas Station, which is immediately adjacent to the project on the southwest corner of Limonite Avenue and Eastvale Gateway. Should final plans indicate that a portion of this parcel will be acquired for new right-of-way, a preliminary environmental screening (limited subsurface sampling and laboratory analysis) shall be performed for potentially elevated levels of petroleum hydrocarbons and MTBE contamination within the limits of proposed construction, and/or right-of way acquisition, adjacent to the existing Chevron Gas Station. Should the preliminary screening encounter elevated levels of petroleum hydrocarbons and/or MTBE a limited Phase II ISA shall be performed. The Phase II ISA shall consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the areal extent and depths of planned construction activities adjacent to the existing Chevron Gas Station. The Phase II ISA shall also provide both a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction. | p. 2-69 | ISA | Resident Engineer | Prior to Construction | | | | | | | |
| HAZ-4 Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction shall be followed. | p. 2-70 | ISA | Resident Engineer/ Contractor | During Construction | | | | | | | |

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| | | | | | | | YES | NO | | YES | NO |
| HAZ-5: In accordance with Section 112 of the Clean Air Act, which established the National Emission Standards for Hazardous Air Pollutants (NESHAP), specific work practices will be followed during demolitions and renovations of all facilities. As such, written notification to the South Coast Air Quality Management District is required ten working days prior to commencement of any demolition. | P 2-70 | ED | Resident Engineer/ Contractor | Prior to demolition | | | | | | | |
| Hydrology and Water Quality | | | | | | | | | | | |
| WQ-1 Construction site BMPs shall be implemented during construction for controlling potential pollutants on construction sites. The following BMP categories shall be considered and implemented, where feasible: Soil Stabilization Practices; Sediment Control Practices; Tracking Control Practices; Wind Erosion Control; Non-Storm Water Controls; and Waste Management and Material Pollution Controls. | p. 2-78 | Location Hydraulic Study, Water Quality Questionnaire, Preliminary Geotech Design Report, Preliminary Materials Report. | Resident Engineer / Contractor | Final Design (incorporate BMPs into project), Prior to/ during grading and construction (implement BMPs) | Standard Specification 13-4.01 | | | | | | |
| WQ-2 Implement Design Pollution Prevention, Low Impact Development (LID), source control, and treatment control BMPs (where feasible and applicable) in compliance with NPDES permit requirements. | p. 2-78 | Location Hydraulic Study, Water Quality Questionnaire, Preliminary Geotech Design Report, Preliminary | Resident Engineer / Contractor | Final Design (incorporate BMPs into Project), Prior to/ during grading and construction (implement BMPs) | | | | | | | |

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|--|---------------------|---|--|---|--|--------------------------------------|---------------------------------------|--|---------|--------------------------|----|
| | | | | | | | | | | YES | NO |
| | | Materials Report. | | | | | | | | | |
| WQ-3 Construction will be scheduled to minimize soil-disturbing work during the rainy season. | p. 2-78 | Location Hydraulic Study, Water Quality Questionnaire, Preliminary Geotech Design Report, Preliminary Materials Report. | Resident Engineer / Contractor | During ground-disturbing activities and construction | | | | | | | |
| WQ-4 A Notice of Intent will be filed with the Santa Ana Regional Water Quality Control Board (SARWQCB) for coverage under the state-wide NPDES permit for construction-related discharges. The contractor will prepare a Stormwater Pollution Prevention Plan (SWPPP) that sets forth the BMPs that will be implemented on site. The BMPs will be implemented to minimize spills and keep potentially contaminated materials used during construction out of the drainage waterways as documented in the SWPPP. | p. 2-79 | Location Hydraulic Study, Water Quality Questionnaire, Preliminary Geotech Design Report, Preliminary Materials Report. | Resident Engineer / Contractor/ District Stormwater, NPDES | Final Design(incorporate BMPs into project), Prior to/ during grading and construction (implement BMPs) | | | | | | | |
| Noise | | | | | | | | | | | |
| NOI-1 As directed by the Department, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, | p. 2-97 | NSR, NADR | Resident Engineer / Contractor | Post PS&E | Standard Special Provision 14-8.02 | | | | | | |

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|--|---------------------------|---|--|---|---|--|--|--|---------|-----------------------------|----|
| | | | | | | | | | | YES | NO |
| notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources. | | | | | | | | | | | |
| Public Services, Transportation and Traffic | | | | | | | | | | | |
| PS-1 A Transportation Management Plan (TMP) shall be developed by the Department to minimize potential impacts to emergency services and commuters during construction. | p. 2-104 | CIA | Resident Engineer/ Contractor, County | Final Design/ Prior to construction | Standard Specification 12-4.01 | | | | | | |
| PS-2 As of November 7, 2014 California Department of Transportation has adopted the California Manual on Uniform Traffic Control Devices (California MUTCD) 2014 edition to provide for uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of California Vehicle Code Section 21400 and the recommendation of the California Traffic Control Devices Committee (CTCDC). The Department requested and has received a letter to confirm substantial conformance from the Federal Highway Administration (FHWA) for California MUTCD 2014 edition. The California MUTCD 2014 edition includes FHWA's MUTCD 2009 edition dated December 19, 2009, as amended for use in California. The California MUTCD 2014 also includes all policies on traffic control devices issued by the Department since January 13, 2012, and other corrections and format changes that were necessary to update the previous documents. | p. 2-104 | Initial Study | Resident Engineer / Contractor | Final Design/ During construction | | | | | | | |
| PS-3 Use lighting systems that are energy efficient, such as LED technology. | p. 2-104 | Initial Study | Resident Engineer / Contractor | Final Design/ During construction | | | | | | | |
| PS-4 Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. | p. 2-104 | Initial Study | Resident Engineer/ Contractor, County | Final Design/ Prior to construction | | | | | | | |

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|---|---------------------------|---|--|---|---|--|--|--|---------|-----------------------------|----|
| | | | | | | | | | | YES | NO |
| PS-5 Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. This should be implemented in coordination with Measure PS-1 . | p. 2-104 | Initial Study | Resident Engineer/ Contractor, County | Final Design/ Prior to construction | | | | | | | |
| PS-6 Limiting of lane closures during peak hours to the extent possible. | p. 2-104 | Initial Study | Resident Engineer/ Contractor, County | Final Design/ Prior to construction | | | | | | | |
| PS-7 Inclusion of detours for bicycles and pedestrians in all areas potentially affected by construction. This should be implemented in coordination with Measure PS-1 . | p. 2-104 | Initial Study | Resident Engineer/ Contractor, County | Final Design/ Prior to construction | | | | | | | |
| PS-8 Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. This should be implemented in coordination with Measure PS-1 . | p. 2-104 | Initial Study | Resident Engineer/ Contractor, County | Final Design/ Prior to construction | | | | | | | |

PERMITS AND AGREEMENTS:

| AGENCY | Type | Issue Date | Expiration Date |
|--|---|---|-----------------|
| California Department of Fish and Wildlife | Section 1602 Streambed Alteration Agreement | Application to be submitted after approval of Environmental Document. | |
| State Water Resources Control Board | Clean Water Act Section 402 – National Pollutant Discharge Elimination System (NPDES) | SWPPP to be submitted after approval of Environmental Document. | |
| Regional Water Quality Control Board | Clean Water Act Section 401 Water Quality Certification | Application to be submitted after approval of Environmental Document | |
| U.S. Army Corps of Engineers | Clean Water Act Section 404 Nationwide Permit 14 | Permit application to be submitted after approval of Environmental Document | |
| U.S. Fish and Wildlife Service | Section 7 Consultation, MSHCP Consistency Determination | Obtained, see Appendix F | |

Appendix C – Acronyms

| | |
|-----------------------|--|
| AB | Assembly Bill |
| ACM | Asbestos Containing Materials |
| ADA | Americans with Disabilities Act |
| ADL | aerially deposited lead |
| AHERA | Asbestos Hazard Emergency Response Act |
| APE | area of potential effect |
| APN | Assessor's Parcel Number |
| ARB | California Air Resources Board |
| ASR | Archaeological Survey Report |
| AULs | Activity and Use Limitations |
| BMPs | best management practices |
| BSA | biological study area |
| Cal/EPA | California Environmental Protection Agency |
| CARB (ARB) | California Air Resources Board |
| CCO | Community Overlay |
| CDFW | California Department of Fish and Wildlife |
| CEQ | Council on Environmental Quality |
| CEQA | California Environmental Quality Act |
| CERCLA | Comprehensive Environmental Response, Compensation and Liability Act of 1980 |
| CERFA | Community Environmental Response Facilitation Act |
| CESA | California Endangered Species Act |
| CFR | Code of Federal Regulations |
| CH ₄ | methane |
| CHP | California Highway Patrol |
| CIA | Community Impact Assessment |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| County | County of Riverside |
| CTP | California Transportation Plan |
| CWA | Clean Water Act |
| DAMP | Drainage Area Master Plan |
| dB | decibel |
| dBA | A-weighted decibel |
| Department (Caltrans) | California Department of Transportation |
| DOC | California Department of Conservation |
| DSA | Disturbed Soil Area |
| DTSC | Department of Toxic Substances Control |
| DWR | Department of Water Resources |
| EDR | Environmental Data Resources |
| ELAP | Environmental Laboratory Accreditation Program |
| EPA (U.S. EPA) | U.S. Environmental Protection Agency |
| EO | Executive Order |
| FCAA | Federal Clean Air Act |

| | |
|--------------------|---|
| FEMA | Federal Emergency Management Agency |
| FESA | Federal Endangered Species Act |
| FHWA | Federal Highway Administration |
| FIFRA | Federal Insecticide, Fungicide, and Rodenticide Act |
| FIRM | Flood Insurance Rate Map |
| FMMP | Farmland Mapping and Monitoring Program |
| FPPA | Farmland Protection Policy Act |
| FTIP | Federal Transportation Improvement Program |
| GHG | greenhouse gas |
| Guidelines | Section 404(b)(1) Guidelines |
| H ₂ S | hydrogen sulfide |
| HA | Hydrologic Area |
| HOV | high occupancy vehicles |
| HPSR | Historic Property Survey Report |
| I-15 | Interstate 15 |
| IGR | Intergovernmental Review |
| IPCC | Intergovernmental Panel on Climate Change |
| IS | Initial Study |
| ISA | Initial Site Assessment |
| ITS | Intelligent Transportation System |
| kV | kilovolt |
| LEDPA | least environmentally damaging practicable alternative |
| L _{eq(h)} | hourly equivalent energy noise level |
| LID | Low Impact Development |
| LIP | Local Implementation Plan |
| L _{max} | maximum sound level |
| LOS | level of service |
| MBTA | Migratory Bird Treaty Act |
| mg/kg | milligrams per kilogram |
| MMT | Million Metric Tons |
| MND | Mitigated Negative Declaration |
| MPO | Metropolitan Planning Organization |
| MRZ | Mineral Resource Zone |
| MS4s | municipal separate storm sewer systems |
| MSHCP | Multiple Species Habitat Conservation Plan |
| MTBE | methyl tertiary butyl ether |
| MUTCD | Manual on Uniform Traffic Control Devices |
| N ₂ O | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |
| NAC | noise abatement criteria |
| NADR | Noise Abatement Decision Report |
| NAHC | Native American Heritage Commission |
| NEPA | National Environmental Policy Act |
| NES (MI) | Natural Environment Study (Minimal Impacts) |
| NESHAP | National Emissions Standards for Hazardous Air Pollutants |
| NHPA | National Historic Preservation Act |

| | |
|------------------------|---|
| NHTSA | National Highway Traffic Safety Administration |
| NO ₂ | nitrogen dioxide |
| NOAA | National Oceanic and Atmospheric Administration |
| NOAA Fisheries Service | National Oceanic and Atmospheric Administration's National Marine Fisheries Service |
| NOP | Notice of Preparation |
| NO _x | nitrogen oxide |
| NPDES | National Pollutant Discharge Elimination System |
| NSR | Noise Study Report |
| O ₃ | ozone |
| OC | Overcrossing |
| OPR | Office of Planning and Research |
| OSHA | Occupational Safety and Health Act |
| OSHA | Occupational Safety and Health Administration |
| PA | Programmatic Agreement |
| PAC | Presumed Asbestos Containing Materials |
| PB | lead |
| PCB | polychlorinated biphenyls |
| PDT | Project Development Team |
| PIA/LOD | project impact area/limits of disturbance |
| PIR/PER | Paleontological Identification Report/Paleontological Evaluation Report |
| PM | particulate matter |
| PM | post mile |
| PM ₁₀ | particles of 10 micrometers or smaller |
| PM _{2.5} | particles of 2.5 micrometers and smaller |
| PMP | Paleontological Mitigation Plan |
| PQP | Public/Quasi-Public |
| PRC | Public Resources Code |
| PS&E | Plans, Specifications, and Estimates |
| Qoa | very old alluvial channel deposits |
| Qye | young eolian deposits |
| RAP | Relocation Assistance Program |
| RCRA | Resource Conservation and Recovery Act of 1976 |
| RCTC | Riverside County Transportation Commission |
| REC | Recognized Environmental Condition |
| ROG | reactive organic gas |
| RPU | Riverside Public Utilities |
| RSA | resource study area |
| RSS | Riversidian Sage Scrub |
| RTP | Regional Transportation Plan |
| RTRP | Riverside Transmission Reliability Project |
| RWQCB | Regional Water Quality Control Board |
| SB | Senate Bill |
| SBCM | San Bernardino County Museum |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |

| | |
|-----------------|---|
| SCAQMD | South Coast Air Quality Management District |
| SCS | Sustainable Communities Strategy |
| SDC | Seismic Design Criteria |
| SF ₆ | sulfur hexafluoride |
| SHPO | State Historic Preservation Officer |
| SO ₂ | sulfur dioxide |
| SSP | Standard Special Provision |
| SVP | Society of Vertebrate Paleontology |
| SWMP | Storm Water Management Plan |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TMDL | Total Maximum Daily Load |
| TMP | Traffic Management Plan |
| TSCA | Toxic Substances Control Act |
| TTLC | total threshold limit concentrations |
| TUMF | Transportation Uniform Mitigation Fee |
| U.S. | United States |
| U.S. EPA | United States Environmental Protection Agency |
| UBC | Uniform Building Code |
| USACE | U.S. Army Corps of Engineers |
| USC | United States Code |
| USDOT | U.S. Department of Transportation |
| USFWS | U.S. Fish and Wildlife Service |
| UST | Underground Storage Tank |
| VIA | Visual Impact Assessment |
| VMT | vehicle miles traveled |
| WDR | Waste Discharge Requirement |
| WoS | Waters of the State |
| WoUS | Waters of the U.S. |
| WPCP | Water Pollution Control Plan |

Appendix D – USFWS Species List



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Carlsbad Fish and Wildlife Office

2177 SALK AVENUE - SUITE 250

CARLSBAD, CA 92008

PHONE: (760)431-9440 FAX: (760)431-5901

URL: www.fws.gov/carlsbad/

Consultation Code: 08ECAR00-2015-SLI-0036

October 12, 2015

Event Code: 08ECAR00-2016-E-00058

Project Name: I-15 Limonite IC -- created on October 20, 2014 12:24

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: I-15 Limonite IC -- created on October 20, 2014 12:24

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
<http://www.fws.gov/carlsbad/>

Consultation Code: 08ECAR00-2015-SLI-0036

Event Code: 08ECAR00-2016-E-00058

Project Type: TRANSPORTATION

Project Name: I-15 Limonite IC -- created on October 20, 2014 12:24

Project Description: This project will expand the I-15 Limonite IC.

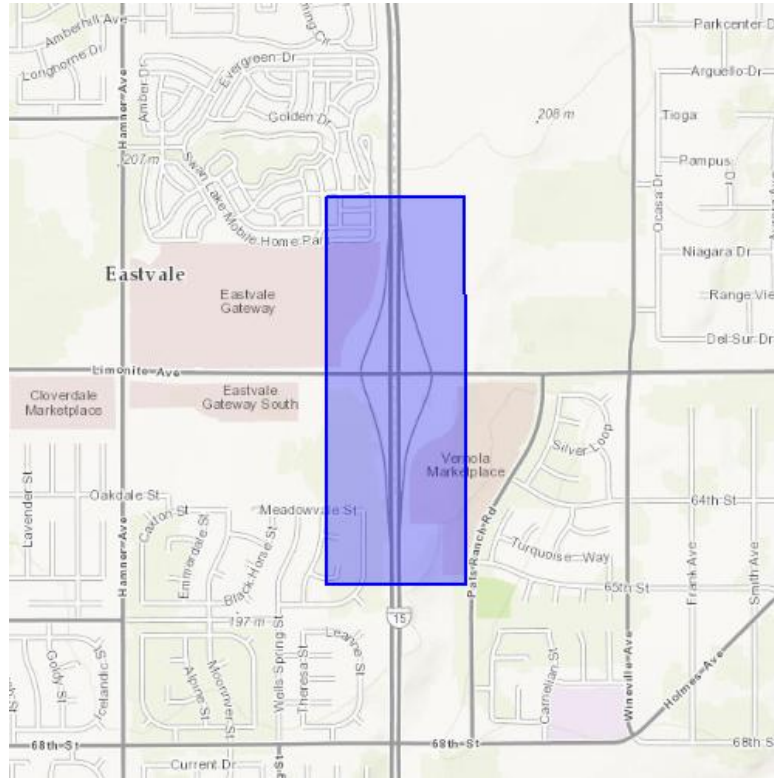
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: I-15 Limonite IC -- created on October 20, 2014 12:24

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-117.5512511 33.9803607, -117.5464016 33.9803625, -117.5463587 33.969152, -117.5512082 33.9691537, -117.5512511 33.9803607)))

Project Counties: Riverside, CA



Endangered Species Act Species List

There are a total of 9 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

| Birds | Status | Has Critical Habitat | Condition(s) |
|---|------------|----------------------|--------------|
| Coastal California gnatcatcher <i>(Polioptila californica californica)</i> Population: Entire | Threatened | Final designated | |
| Least Bell's vireo (<i>Vireo bellii pusillus</i>) Population: Entire | Endangered | Final designated | |
| Southwestern Willow flycatcher <i>(Empidonax traillii extimus)</i> Population: Entire | Endangered | Final designated | |
| Fishes | | | |
| Santa Ana sucker (<i>Catostomus santaanae</i>) Population: 3 CA river basins | Threatened | Final designated | |
| Flowering Plants | | | |
| San Diego ambrosia (<i>Ambrosia pumila</i>) | Endangered | Final designated | |
| Santa Ana River woolly-star <i>(Eriastrum densifolium ssp.</i> | Endangered | | |



United States Department of Interior
Fish and Wildlife Service

Project name: I-15 Limonite IC -- created on October 20, 2014 12:24

| | | | |
|--|------------|------------------|--|
| <i>sanctorum</i>) | | | |
| Thread-Leaved brodiaea (<i>Brodiaea filifolia</i>) | Threatened | Final designated | |
| Insects | | | |
| Delhi Sands flower-loving fly (<i>Rhaphiomidas terminatus abdominalis</i>) Population: Entire | Endangered | | |
| Mammals | | | |
| Stephens' kangaroo rat (<i>Dipodomys stephensi</i>) Population: Entire | Endangered | | |



United States Department of Interior
Fish and Wildlife Service

Project name: I-15 Limonite IC -- created on October 20, 2014 12:24

Critical habitats that lie within your project area

There are no critical habitats within your project area.

Appendix E – Air Quality Information



MEMORANDUM

To: File
From: Keith Cooper
Senior Technical Specialist, Air Quality
Date: October 21, 2015
Re: Supplemental Analysis for Interstate 15/Limonite Interchange Improvements Project

Using the construction equipment, duration and phasing assumptions presented in the Draft IS/MND Air Quality Report, this analysis expands upon the original analysis to show construction emissions after implementation of project minimization measures. Emissions were calculated using the SCAQMD-recommended CalEEMod Land Use Emissions Model, version 2013.2.2. Model output sheets are attached. The summary of project construction emissions with implementation of minimization measures is provided below in Table 1.

Table 1: Estimate of Maximum Emissions during Construction

| Emissions and Thresholds | Criteria Pollutant Emissions in Pounds per Day | | | | | |
|---|--|-----------------|-----|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Maximum Emissions with Rule 403 compliance only | 15 | 171 | 96 | <1 | 8 | 7 |
| Maximum Emissions with Minimization Measures | 4 | 71 | 91 | <1 | 3 | 3 |
| SCAQMD Regional Emissions Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| SCAQMD Localized Emissions Threshold | N/A | 118 | 674 | N/A | 4 | 3 |
| Exceed Regional or Localized Threshold? | No | No | No | No | No | No |

Attachment:

CalEEMod Modeling Outputs

**I-15/Limonite Ave Interchange
Riverside-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|------|--------|-------------|--------------------|------------|
| Other Non-Asphalt Surfaces | 4.40 | Acre | 4.40 | 191,664.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|-------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.4 | Precipitation Freq (Days) | 28 |
| Climate Zone | 10 | | | Operational Year | 2017 |
| Utility Company | Statewide Average | | | | |
| CO2 Intensity (lb/MW hr) | 1001.57 | CH4 Intensity (lb/MW hr) | 0.029 | N2O Intensity (lb/MW hr) | 0.006 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Phase assumptions derived from Road Construction Emissions Model program estimates.

Off-road Equipment - Road Construction Emissions Model defaults

Off-road Equipment - Road Construction Emissions Model defaults

Off-road Equipment - Road Construction Emissions Model defaults

Off-road Equipment - Road Construction Emissions Model defaults

Construction Off-road Equipment Mitigation - Rule 403 implementation, plus EPA Tier 3 compliant off-road equipment.

| Table Name | Column Name | Default Value | New Value |
|------------------------|--------------------------------|---------------|-----------|
| tblConstDustMitigation | CleanPavedRoadPercentReduction | 0 | 50 |

| | | | |
|-------------------------|----------------------|-----------|-------------------------|
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstructionPhase | NumDays | 230.00 | 91.00 |
| tblConstructionPhase | NumDays | 8.00 | 104.00 |
| tblConstructionPhase | NumDays | 18.00 | 39.00 |
| tblConstructionPhase | NumDays | 5.00 | 26.00 |
| tblConstructionPhase | PhaseStartDate | 2/6/2016 | 2/8/2016 |
| tblConstructionPhase | PhaseStartDate | 11/5/2016 | 11/7/2016 |
| tblGrading | AcresOfGrading | 624.00 | 4.00 |
| tblGrading | AcresOfGrading | 13.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentType | | Crawler Tractors |
| tblOffRoadEquipment | OffRoadEquipmentType | | Excavators |
| tblOffRoadEquipment | OffRoadEquipmentType | | Signal Boards |
| tblOffRoadEquipment | OffRoadEquipmentType | | Cranes |
| tblOffRoadEquipment | OffRoadEquipmentType | | Crawler Tractors |
| tblOffRoadEquipment | OffRoadEquipmentType | | Rollers |
| tblOffRoadEquipment | OffRoadEquipmentType | | Rubber Tired Loaders |
| tblOffRoadEquipment | OffRoadEquipmentType | | Scrapers |
| tblOffRoadEquipment | OffRoadEquipmentType | | Signal Boards |
| tblOffRoadEquipment | OffRoadEquipmentType | | Air Compressors |
| tblOffRoadEquipment | OffRoadEquipmentType | | Graders |
| tblOffRoadEquipment | OffRoadEquipmentType | | Plate Compactors |
| tblOffRoadEquipment | OffRoadEquipmentType | | Pumps |
| tblOffRoadEquipment | OffRoadEquipmentType | | Rough Terrain Forklifts |
| tblOffRoadEquipment | OffRoadEquipmentType | | Scrapers |
| tblOffRoadEquipment | OffRoadEquipmentType | | Signal Boards |

| tblOffRoadEquipment | OffRoadEquipmentType | | Signal Boards |
|---------------------------|----------------------------|------|---------------|
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 4.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 1.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 4.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 1.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2017 |

2.0 Emissions Summary

2.2 Overall Operational**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|--------------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|---------------|--------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.0119 | 0.0000 | 4.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 9.6000e-004 | 9.6000e-004 | 0.0000 | | 1.0200e-003 |
| Energy | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Total | 5.0119 | 0.0000 | 4.6000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 9.6000e-004 | 9.6000e-004 | 0.0000 | 0.0000 | 1.0200e-003 |

Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|--------------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|---------------|--------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.0119 | 0.0000 | 4.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 9.6000e-004 | 9.6000e-004 | 0.0000 | | 1.0200e-003 |
| Energy | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Total | 5.0119 | 0.0000 | 4.6000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 9.6000e-004 | 9.6000e-004 | 0.0000 | 0.0000 | 1.0200e-003 |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-----------------------------|
| 1 | Site Preparation | Site Preparation | 1/1/2016 | 2/5/2016 | 5 | 26 | Grubbing/Land Clearing |
| 2 | Grading | Grading | 2/8/2016 | 6/30/2016 | 5 | 104 | Grading/Excavation |
| 3 | Building Construction | Building Construction | 7/1/2016 | 11/4/2016 | 5 | 91 | Drainage/Utilities/Subgrade |
| 4 | Paving | Paving | 11/7/2016 | 12/29/2016 | 5 | 39 | Paving |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|--------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Crawler Tractors | 1 | 8.00 | 208 | 0.43 |
| Paving | Cement and Mortar Mixers | 0 | 6.00 | 9 | 0.56 |
| Site Preparation | Excavators | 2 | 8.00 | 162 | 0.38 |
| Site Preparation | Signal Boards | 1 | 24.00 | 6 | 0.82 |
| Building Construction | Cranes | 0 | 7.00 | 226 | 0.29 |
| Building Construction | Forklifts | 0 | 8.00 | 89 | 0.20 |
| Grading | Excavators | 4 | 8.00 | 162 | 0.38 |

| | | | | | |
|-----------------------|---------------------------|---|-------|-----|------|
| Paving | Pavers | 1 | 8.00 | 125 | 0.42 |
| Paving | Rollers | 1 | 6.00 | 80 | 0.38 |
| Grading | Cranes | 1 | 6.00 | 226 | 0.29 |
| Grading | Rubber Tired Dozers | 0 | 8.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 2 | 7.00 | 97 | 0.37 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |
| Grading | Graders | 2 | 8.00 | 174 | 0.41 |
| Paving | Paving Equipment | 1 | 6.00 | 130 | 0.36 |
| Site Preparation | Rubber Tired Dozers | 0 | 8.00 | 255 | 0.40 |
| Building Construction | Welders | 0 | 8.00 | 46 | 0.45 |
| Grading | Crawler Tractors | 2 | 8.00 | 208 | 0.43 |
| Grading | Rollers | 3 | 8.00 | 80 | 0.38 |
| Grading | Rubber Tired Loaders | 3 | 8.00 | 199 | 0.36 |
| Grading | Scrapers | 4 | 8.00 | 361 | 0.48 |
| Grading | Signal Boards | 1 | 24.00 | 6 | 0.82 |
| Building Construction | Air Compressors | 1 | 8.00 | 78 | 0.48 |
| Building Construction | Graders | 2 | 8.00 | 174 | 0.41 |
| Building Construction | Plate Compactors | 1 | 8.00 | 8 | 0.43 |
| Building Construction | Pumps | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Rough Terrain Forklifts | 1 | 8.00 | 100 | 0.40 |
| Building Construction | Scrapers | 4 | 8.00 | 361 | 0.48 |
| Building Construction | Signal Boards | 1 | 24.00 | 6 | 0.82 |
| Paving | Signal Boards | 1 | 24.00 | 6 | 0.82 |

Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 4 | 10.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 22 | 55.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 14 | 81.00 | 31.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.6563 | 19.4795 | 10.6040 | 0.0204 | | 0.8458 | 0.8458 | | 0.7815 | 0.7815 | | 2,048.1048 | 2,048.1048 | 0.5885 | | 2,060.4637 |
| Total | 1.6563 | 19.4795 | 10.6040 | 0.0204 | 0.0000 | 0.8458 | 0.8458 | 0.0000 | 0.7815 | 0.7815 | | 2,048.1048 | 2,048.1048 | 0.5885 | | 2,060.4637 |

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|------|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Worker | 0.0383 | 0.0453 | 0.5671 | 1.3400e-003 | 0.1118 | 7.0000e-004 | 0.1125 | 0.0296 | 6.4000e-004 | 0.0303 | | 110.9582 | 110.9582 | 4.7900e-003 | | | 111.0587 |
| Total | 0.0383 | 0.0453 | 0.5671 | 1.3400e-003 | 0.1118 | 7.0000e-004 | 0.1125 | 0.0296 | 6.4000e-004 | 0.0303 | | 110.9582 | 110.9582 | 4.7900e-003 | | | 111.0587 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|--------|-------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Fugitive Dust | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 0.4499 | 8.6975 | 12.1358 | 0.0204 | | 0.3820 | 0.3820 | | 0.3820 | 0.3820 | 0.0000 | 2,048.1048 | 2,048.1048 | 0.5885 | | | 2,060.4637 |
| Total | 0.4499 | 8.6975 | 12.1358 | 0.0204 | 0.0000 | 0.3820 | 0.3820 | 0.0000 | 0.3820 | 0.3820 | 0.0000 | 2,048.1048 | 2,048.1048 | 0.5885 | | | 2,060.4637 |

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|------|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Worker | 0.0383 | 0.0453 | 0.5671 | 1.3400e-003 | 0.0632 | 7.0000e-004 | 0.0639 | 0.0177 | 6.4000e-004 | 0.0184 | | 110.9582 | 110.9582 | 4.7900e-003 | | | 111.0587 |
| Total | 0.0383 | 0.0453 | 0.5671 | 1.3400e-003 | 0.0632 | 7.0000e-004 | 0.0639 | 0.0177 | 6.4000e-004 | 0.0184 | | 110.9582 | 110.9582 | 4.7900e-003 | | | 111.0587 |

3.3 Grading - 2016

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|---------------|----------------|-----------------|----------------|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|----------|--------------------|--------------------|---------------|-----|------|--------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Fugitive Dust | | | | | 0.0408 | 0.0000 | 0.0408 | 4.4000e-003 | 0.0000 | 4.4000e-003 | | | 0.0000 | | | | 0.0000 |
| Off-Road | 14.4302 | 170.6593 | 92.8543 | 0.1474 | | 7.7933 | 7.7933 | | 7.1732 | 7.1732 | | 15,250.5708 | 15,250.5708 | 4.5709 | | | 15,346.5586 |
| Total | 14.4302 | 170.6593 | 92.8543 | 0.1474 | 0.0408 | 7.7933 | 7.8341 | 4.4000e-003 | 7.1732 | 7.1776 | | 15,250.5708 | 15,250.5708 | 4.5709 | | | 15,346.5586 |

3.3 Grading - 2016

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|---------------|-----|------|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Worker | 0.2107 | 0.2489 | 3.1191 | 7.3800e-003 | 0.6148 | 3.8400e-003 | 0.6186 | 0.1630 | 3.5300e-003 | 0.1666 | | 610.2699 | 610.2699 | 0.0263 | | | 610.8227 |
| Total | 0.2107 | 0.2489 | 3.1191 | 7.3800e-003 | 0.6148 | 3.8400e-003 | 0.6186 | 0.1630 | 3.5300e-003 | 0.1666 | | 610.2699 | 610.2699 | 0.0263 | | | 610.8227 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|---------------|---------------|----------------|----------------|---------------|--------------------|---------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|-----|------|--------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Fugitive Dust | | | | | 7.9500e-003 | 0.0000 | 7.9500e-003 | 8.6000e-004 | 0.0000 | 8.6000e-004 | | | 0.0000 | | | | 0.0000 |
| Off-Road | 3.5725 | 70.2755 | 88.1113 | 0.1474 | | 3.0834 | 3.0834 | | 3.0834 | 3.0834 | 0.0000 | 15,250.5708 | 15,250.5708 | 4.5709 | | | 15,346.5586 |
| Total | 3.5725 | 70.2755 | 88.1113 | 0.1474 | 7.9500e-003 | 3.0834 | 3.0914 | 8.6000e-004 | 3.0834 | 3.0843 | 0.0000 | 15,250.5708 | 15,250.5708 | 4.5709 | | | 15,346.5586 |

3.3 Grading - 2016

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|---------------|-----|------|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Worker | 0.2107 | 0.2489 | 3.1191 | 7.3800e-003 | 0.3475 | 3.8400e-003 | 0.3514 | 0.0975 | 3.5300e-003 | 0.1010 | | 610.2699 | 610.2699 | 0.0263 | | | 610.8227 |
| Total | 0.2107 | 0.2489 | 3.1191 | 7.3800e-003 | 0.3475 | 3.8400e-003 | 0.3514 | 0.0975 | 3.5300e-003 | 0.1010 | | 610.2699 | 610.2699 | 0.0263 | | | 610.8227 |

3.4 Building Construction - 2016

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|----------------|-----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|-----|------|--------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Off-Road | 10.3875 | 113.7846 | 71.8112 | 0.1006 | | 5.6010 | 5.6010 | | 5.2336 | 5.2336 | | 10,216.6288 | 10,216.6288 | 2.7181 | | | 10,273.7090 |
| Total | 10.3875 | 113.7846 | 71.8112 | 0.1006 | | 5.6010 | 5.6010 | | 5.2336 | 5.2336 | | 10,216.6288 | 10,216.6288 | 2.7181 | | | 10,273.7090 |

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|------|-------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Vendor | 0.2411 | 2.6014 | 2.7241 | 6.5200e-003 | 0.1950 | 0.0505 | 0.2455 | 0.0557 | 0.0464 | 0.1021 | | 654.9686 | 654.9686 | 4.2600e-003 | | | 655.0580 |
| Worker | 0.3104 | 0.3665 | 4.5936 | 0.0109 | 0.9054 | 5.6600e-003 | 0.9111 | 0.2401 | 5.2000e-003 | 0.2453 | | 898.7611 | 898.7611 | 0.0388 | | | 899.5752 |
| Total | 0.5514 | 2.9679 | 7.3176 | 0.0174 | 1.1004 | 0.0562 | 1.1566 | 0.2958 | 0.0516 | 0.3475 | | 1,553.7297 | 1,553.7297 | 0.0430 | | | 1,554.6332 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|-----|------|--------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Off-Road | 2.3289 | 46.9844 | 58.3595 | 0.1006 | | 2.2535 | 2.2535 | | 2.2535 | 2.2535 | 0.0000 | 10,216.6288 | 10,216.6288 | 2.7181 | | | 10,273.7090 |
| Total | 2.3289 | 46.9844 | 58.3595 | 0.1006 | | 2.2535 | 2.2535 | | 2.2535 | 2.2535 | 0.0000 | 10,216.6288 | 10,216.6288 | 2.7181 | | | 10,273.7090 |

3.4 Building Construction - 2016

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|------|-------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Vendor | 0.2411 | 2.6014 | 2.7241 | 6.5200e-003 | 0.1243 | 0.0505 | 0.1748 | 0.0384 | 0.0464 | 0.0848 | | 654.9686 | 654.9686 | 4.2600e-003 | | | 655.0580 |
| Worker | 0.3104 | 0.3665 | 4.5936 | 0.0109 | 0.5118 | 5.6600e-003 | 0.5175 | 0.1435 | 5.2000e-003 | 0.1487 | | 898.7611 | 898.7611 | 0.0388 | | | 899.5752 |
| Total | 0.5514 | 2.9679 | 7.3176 | 0.0174 | 0.6362 | 0.0562 | 0.6923 | 0.1819 | 0.0516 | 0.2335 | | 1,553.7297 | 1,553.7297 | 0.0430 | | | 1,554.6332 |

3.5 Paving - 2016

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|------|-------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Off-Road | 1.7372 | 17.1114 | 11.9979 | 0.0178 | | 1.0721 | 1.0721 | | 0.9897 | 0.9897 | | 1,781.1931 | 1,781.1931 | 0.5080 | | | 1,791.8612 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | | 0.0000 |
| Total | 1.7372 | 17.1114 | 11.9979 | 0.0178 | | 1.0721 | 1.0721 | | 0.9897 | 0.9897 | | 1,781.1931 | 1,781.1931 | 0.5080 | | | 1,791.8612 |

3.5 Paving - 2016

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|------|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 |
| Worker | 0.0575 | 0.0679 | 0.8507 | 2.0100e-003 | 0.1677 | 1.0500e-003 | 0.1687 | 0.0445 | 9.6000e-004 | 0.0454 | | 166.4372 | 166.4372 | 7.1800e-003 | | | 166.5880 |
| Total | 0.0575 | 0.0679 | 0.8507 | 2.0100e-003 | 0.1677 | 1.0500e-003 | 0.1687 | 0.0445 | 9.6000e-004 | 0.0454 | | 166.4372 | 166.4372 | 7.1800e-003 | | | 166.5880 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Off-Road | 0.3856 | 8.1550 | 11.8885 | 0.0178 | | 0.4933 | 0.4933 | | 0.4933 | 0.4933 | 0.0000 | 1,781.193 1 | 1,781.193 1 | 0.5080 | | | 1,791.861 2 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | | 0.0000 |
| Total | 0.3856 | 8.1550 | 11.8885 | 0.0178 | | 0.4933 | 0.4933 | | 0.4933 | 0.4933 | 0.0000 | 1,781.193 1 | 1,781.193 1 | 0.5080 | | | 1,791.861 2 |

3.5 Paving - 2016

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0575 | 0.0679 | 0.8507 | 2.0100e-003 | 0.0948 | 1.0500e-003 | 0.0958 | 0.0266 | 9.6000e-004 | 0.0275 | | 166.4372 | 166.4372 | 7.1800e-003 | | 166.5880 |
| Total | 0.0575 | 0.0679 | 0.8507 | 2.0100e-003 | 0.0948 | 1.0500e-003 | 0.0958 | 0.0266 | 9.6000e-004 | 0.0275 | | 166.4372 | 166.4372 | 7.1800e-003 | | 166.5880 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-----|--------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|----------------------------|-------------------------|----------|--------|-------------|------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | | Trip Purpose % | | |
|----------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Other Non-Asphalt Surfaces | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

| LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 0.460962 | 0.069557 | 0.176974 | 0.170659 | 0.045477 | 0.007383 | 0.012841 | 0.043558 | 0.000954 | 0.001056 | 0.006454 | 0.000884 | 0.003242 |

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| lb/day | | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| NaturalGas Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|---------------|---------------|---------------|---------------|---------------|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|---------------|---------------|---------------|---------------|---------------|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

6.0 Area Detail

6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|--------|--------|-------------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|-----|-------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.0119 | 0.0000 | 4.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 9.6000e-004 | 9.6000e-004 | 0.0000 | | 1.0200e-003 |
| Unmitigated | 5.0119 | 0.0000 | 4.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 9.6000e-004 | 9.6000e-004 | 0.0000 | | 1.0200e-003 |

6.2 Area by SubCategory

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------------|---------------|--------------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|-----|--------------------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.2169 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.7950 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 4.0000e-005 | 0.0000 | 4.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 9.6000e-004 | 9.6000e-004 | 0.0000 | | 1.0200e-003 |
| Total | 5.0119 | 0.0000 | 4.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 9.6000e-004 | 9.6000e-004 | 0.0000 | | 1.0200e-003 |

6.2 Area by SubCategory

Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------------|---------------|--------------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|-----|--------------------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.2169 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.7950 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 4.0000e-005 | 0.0000 | 4.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 9.6000e-004 | 9.6000e-004 | 0.0000 | | 1.0200e-003 |
| Total | 5.0119 | 0.0000 | 4.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 9.6000e-004 | 9.6000e-004 | 0.0000 | | 1.0200e-003 |

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Vegetation
