

Notice of Exemption**Appendix E**

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: _____

From: (Public Agency): _____

(Address)

Project Title: _____

Project Applicant: _____

Project Location - Specific:

Project Location - City: _____ Project Location - County: _____

Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: _____

Name of Person or Agency Carrying Out Project: _____

Exempt Status: **(check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Lead Agency

Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: _____ Title: _____

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM
(rev. 05/2020)**

Project Information

DIST-CO-RTE: 07-LA-405

PM/PM: 16.4/20.24

EA: 07-35310 / E-FIS 0718000250 **Federal-Aid Project Number:** 202005011

Project Description

Caltrans, in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) and the South Bay Cities Council of Governments, propose the construction of a series of auxiliary lanes on both northbound/southbound Interstate 405 (I-405) from Artesia Boulevard to the I-405/Interstate 105 (I-105) separation (post miles 16.4 to 20.24), in the cities of Torrance, Hawthorne, Redondo Beach, Lawndale, El Segundo, and Manhattan Beach, in Los Angeles County (reference the attached continuation sheet for detailed scope of work). All project improvements will be completed within existing Caltrans right-of-way, and no complete closures of the I-405 mainline are required or authorized during construction. **Please reference and adhere to the special provisions as listed, beginning on Page 5 of this environmental document.**

Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class 1(c): Existing Facilities.** (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.
- Covered by the Common Sense Exemption. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Eduardo Aguilar		06/03/2020
Print Name	Signature	Date

Project Manager

Mohammed Chowdhury		06/03/2020
Print Name	Signature	Date



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

Caltrans NEPA Determination (Check one)

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

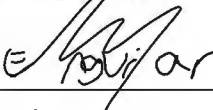
23 CFR 771.117(c): activity (c)(26)

23 CFR 771.117(d):

Activity listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Eduardo Aguilar		06/03/2020
Print Name	Signature	Date

Project Manager/ DLA Engineer

Mohammed Chowdhury		06/03/2020
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion: 06/02/2020

Date of Environmental Commitment Record or equivalent: 06/02/2020



CONTINUATION SHEET

PROJECT DESCRIPTION

Caltrans, in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) and the South Bay Cities Council of Governments, propose the construction of a series of auxiliary lanes on both northbound/southbound Interstate 405 (I-405) from Artesia Boulevard to the I-405/Interstate 105 (I-105) separation (post miles 16.4 to 20.24), in the cities of Torrance, Hawthorne, Redondo Beach, Lawndale, El Segundo, and Manhattan Beach, in Los Angeles County

PURPOSE AND NEED

Project Purpose

The purpose of the proposed project is to achieve the following objectives:

- Improve traffic time reliability by reducing congestion on the Interstate 405 mainline between Artesia Boulevard and El Segundo Boulevard.
- Improve safety and minimize queuing and blocking through the enhancement of confluence areas and vehicular storage on the Interstate 405 mainline.
- Reduce peak period travel times along the I-405 between Artesia Boulevard and El Segundo Boulevard.

Project Need

The need for the proposed project is derived from data that shows declining operational conditions and heavy congestion within project limits and during peak travel periods. These deficiencies are the result of insufficient vehicular storage at mainline exits and weaving from automobiles entering and exiting the roadway.

PROJECT DESCRIPTION

I-405 Northbound

- Construct auxiliary lane between the Redondo Beach Boulevard on-ramp and Hawthorne Boulevard off-ramp
- Construct auxiliary lane between the Hawthorne Boulevard on-ramp and Inglewood Avenue off-ramp
- Construct auxiliary lane between the Inglewood Avenue on-ramp and Rosecrans Avenue off-ramp



PROJECT DESCRIPTION (continued)

I-405 Southbound

- Construct lane extension from the I-105 connector to south of the Rosecrans Avenue, and realign hook off-ramp
- Construct auxiliary lane between the Rosecrans Avenue on-ramp and Inglewood Avenue off-ramp
- Construct auxiliary lane between the Inglewood Avenue on-ramp and Hawthorne Boulevard off-ramp
- Construct auxiliary lane between the Hawthorne Boulevard on-ramp and Redondo Beach Boulevard off-ramp

Additional Improvements

Construction and continuity of auxiliary lanes will require the widening of the following bridges:

- 166th Street Undercrossing (UC) (53-1230) – northbound and southbound directions
- Manhattan Beach Boulevard UC (53-1232) – northbound and southbound directions
- Marine Avenue UC (53-1234) – northbound and southbound directions
- Lawndale OH (53-1235) – northbound direction only
- Rosecrans Avenue UC (53-1236) – southbound direction only.
- 135th Street UC (53-1237) – southbound direction only

Temporary Signage

Temporary signage would be placed within the northern post mile (P.M.) limits and up to 0.5 miles south of the southern P.M. limits on or along the shoulder of the existing roadbed during construction.

Right-of-Way

The proposed project would not require any permanent acquisition of adjacent Right-of-Way (ROW). Temporary Construction Easements (TCEs) beyond Caltrans ROW may be required at the parking lot of the Ayers Hotel Manhattan Beach, 14400 Hindry Avenue, Hawthorne, CA 90250 (APN No. 4149-013-076) to construct adjacent project improvements.



AIR QUALITY SPECIAL PROVISIONS

Reference Air Quality Report (April 2020)

- **AQ-1** Construction of the project would be required to comply with Caltrans' Standard Specifications (2018). Caltrans' Standard Specifications, Section 14-9, 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. Such rules include South Coast Air Quality Management District (SCAQMD) Rule 403 for the control of construction-generated fugitive dust.
- **AQ-2** All trucks that are to haul excavated or graded material on site would be required to comply with State Vehicle Code Section 23114 regarding the prevention of material spilling onto public streets and roads.
- **AQ-3** Caltrans Standard Specifications, Section 14-9, specifically requires compliance with all applicable laws and regulations related to air quality, which would include applicable local and State regulations, including California Air Resources Board's (ARB) In-Use Off-Road Diesel-Fueled Fleets Regulation for the reduction of DPM. A significant portion of diesel particulate matter (DPM) is comprised of black carbon, which is considered a major short-lived contributor to climate change. Compliance with ARB's In-Use Off-Road Diesel-Fueled Fleets Regulation would reduce construction-generated greenhouse gases (GHGs) and related impacts to climate change.

BIOLOGICAL RESOURCES SPECIAL PROVISIONS

Reference Natural Environment Study – Minimal Impacts (March 2020) and Tree Replacement Concept Plan (February 2020)

- **NES-1** Work areas would be reduced to the maximum extent feasible, and staging areas for equipment refueling and maintenance would be located 50 feet from the channel to avoid any impacts from equipment and material staging. Appropriate best management practices (BMP) would be implemented to reduce the potential for chemical spills or contaminant releases into the channel, including any non-stormwater discharge. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.
- **NES-2** Appropriate temporary BMPs would be implemented to reduce the potential for chemical spills or contaminant releases into the BI 0012 - Manhattan Beach Asset MMS No. (F02000440), including any non-stormwater discharge.
- **NES-3** Vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.
- **NES-4** To confirm the presence/absence of overwintering monarch butterfly (typically October through January), a qualified biologist would survey all suitable foraging and roosting sites (typically eucalyptus trees) within 48 hours of construction and within 100 feet from where tree removal and tree trimming or excavation would be conducted.
- **NES-5** If the monarch butterflies are found roosting in the BSA, a 100-foot buffer around foraging and roost sites using high visibility Environmentally Sensitive Area (ESA) protective fencing would be installed and maintained. Construction activities would not be allowed within the buffer area until a qualified biologist confirms that the monarch butterflies have left the area.
- **NES-6** Tree removal would be minimized and performed outside of the monarch butterfly overwintering period (typically October through January), to the extent feasible.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- NES-7 Trees removed during construction would be replaced by eucalyptus, or native trees approved by the Caltrans Landscape Architect such as Fremont cottonwood (*Populus fremontii*) or western sycamore, utilized by the monarch butterfly, as part of the landscaping plan developed for the project.
- NES-8 Vegetation removal and tree trimming (if any) would be minimized and performed outside of the nesting season (February 1 to September 1), to the extent feasible.
- NES-9 In the event that vegetation removal and tree trimming must be conducted during the nesting season, nesting bird surveys would be completed within 500 feet of the construction area by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more.
- NES-10 If nesting birds are found within 500 feet of the construction area, appropriate buffers consisting of ESA fencing (typically 150 feet for birds and 500 feet for raptors) would be installed and maintained until nesting activity has ended, as determined in coordination with the project biologist and regulatory agencies, as appropriate.
- NES-11 In the event that any bird species is observed foraging within the construction area, it would be allowed to move away from the site prior to initiating any construction activities that could result in direct injury of the individual.
- NES-12 Where feasible, tree removal and tree trimming would be conducted outside of the maternal and non-active seasons for bats (October).
- NES-13 At least 30 days prior to construction, a thorough bat roosting habitat assessment would be conducted of all potential roosting habitat to be removed or otherwise impacted during construction, including trees and bridge structures. Visual and/or acoustic surveys would be conducted, as needed to assess bat presence. If presence is detected, a count and species analysis would be completed to help assess the type of usage.
- NES-14 No less than two weeks prior to construction, and during the non-breeding and active season (typically October), bats, if they were to be detected during the visual and/or acoustic surveys, would be safely evicted from roosts impacted by the project under the direction of a qualified biologist. Once bats have been safely evicted, swallow nests (if any) would be removed and exclusionary devices would be installed to prevent bats from returning and roosting in these areas prior to removal. Roosts that would not be impacted by the project would be left undisturbed.
- NES-15 If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval to resume work is given by a qualified biologist.
- NES-16 In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not be parked or operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- NES-17 Vegetation removed from the BSA would be treated and disposed of in a manner that would prevent the spread of invasive plant species onsite or offsite.
- NES-18 New landscaping materials, including erosion control seed mixes and other plantings, would be composed of non-invasive species and would be clear of weed seeds, and all erosion control and landscape planting would be conducted in a manner that would not result in the spread of invasive species.
- NES-19 Plants listed in the Pest Ratings of Noxious Weed Species and Noxious Weed Seed (CDFA, 2003) would not be used as part of the project.
- NES-20 If removal of an oak tree would be needed within unincorporated Los Angeles County or in the event that an unclassified mixed tree within unincorporated Los Angeles County is identified as a native oak (*Quercus sp.*) then the proper approvals/permits from Los Angeles County would need to be acquired.
- NES-21 The creation of the shallow notch to the BI 0012 - Manhattan Beach Asset MMS No. (F02000440) would result in impacts on waters under jurisdiction of the California Department of Fish and Wildlife (CDFW); therefore, a California Fish and Game Code Section 1602 Streambed Alteration Agreement would be required. However, the notches would not result in a loss of waters or streambeds under CDFW jurisdiction; therefore, no mitigation is required.

CULTURAL RESOURCES SPECIAL PROVISIONS

Reference Historic Property Survey Report (April 2020) and Archaeological Survey Report (April 2020)

- ASR-1 It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed.

HAZARDOUS WASTE/MATERIALS SPECIAL PROVISIONS

Reference Initial Site Assessment (May 2020)

- ISA-1 Petroleum pipelines run through the proposed project area. If the pipelines are to be exposed and/or relocated, impacts to the subsurface may be encountered. Impacts to the subsurface discovered from these pipelines and any repairs to the pipelines would be the responsibility of the pipeline owner.
- ISA-2 If the plugged and abandoned oil/gas wells within the northern portion of the proposed project are encountered during the proposed project they would need to be re-abandoned in accordance with current Division of Oil, Gas, and Geothermal (DOGGR) regulations. In addition, as a result of the informal agreement between DOGGR and Los Angeles County Department of Public Works Environmental Programs Division, a gas mitigation plan would need to be obtained and submitted to DOGGR.
- ISA-3 Contractors working at the proposed project, or removing soil materials and/or groundwater from the proposed project, should be aware of appropriate handling and disposal methods or options. Higher levels of potential contaminants could be present at some locations (such as at the Lawndale Overhead [OH] and Rosecrans Avenue Undercrossing [UC]), and therefore, material moved or removed may require individual or specific testing to verify it is at levels below regulatory action limits.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- **ISA-4** The proposed project requires modifications to traffic electrical items such as lighting and sign illuminations, which may generate universal and E-wastes. Any universal and/or e-wastes generated as part of the proposed project should be properly disposed in accordance with applicable regulations.
- **ISA-5** Utility relocations may be needed as part of the proposed. Dewatering activities are not anticipated as part of the utility relocations within the proposed project; however, dewatering activities are anticipated as part of the installation of the bridge footings and piers during the bridge widenings at the 135th Street UC, Manhattan Beach Boulevard UC, and 166th Street UC. The need for dewatering at bridge footings will be confirmed as part of the geotechnical field investigation during PS&E.
- **ISA-6** Aerially deposited lead (ADL) may be present in the unpaved areas adjacent to the roadway, which if disturbed should be evaluated to ensure worker safety. If excavated soils are to be transported from the proposed project they should be sampled for classification purposes.
- **ISA-7** Suspect asbestos containing material (ACM) associated with bridges, undercrossings, or underground utilities within the proposed project should be sampled and handled in accordance with applicable regulations to ensure worker safety and for classification purposes.
- **ISA-8** Suspect lead based paint (LBP) associated with painted curbs and protective bollards within the proposed project area boundary should be sampled and handled in accordance with applicable regulations to ensure worker safety and for classification purposes.
- **ISA-9** Thermoplastic paint and yellow painted traffic stripes/pavement markings, which typically contain lead chromate, have been used for marking within the proposed project (roadway and curbs), and as such would require special removal, handling, and disposal.
- **ISA-10** Treated Wood Waste (TWW) such as roadside wooden signposts or metal beam guardrail should be handled properly in accordance with applicable regulations and may require special removal, handling, and disposal.
- **ISA-11** California Government Code 4216 requires that any operator or excavator call Underground Services Alert of California ("DigAlert") two working days before any planned excavation by dialing 811. Delineation of the proposed excavation area is mandatory. The area to be excavated should be marked with water soluble or chalk based white paint on paved surfaces or with other suitable markings such as flags or stakes on unpaved areas prior to calling DigAlert.
- **ISA-12** Prepare a site-specific Health and Safety Plan (HSP) consistent with Caltrans requirements. The HSP shall include: identification of key personnel; summary of risk assessment for workers, the community, and the environment; air monitoring plan; and emergency response plan.
- **ISA-13** As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. For any previously unknown hazardous waste/material encountered during construction, the procedures outlined in Appendix H of the PDPM (Caltrans Unknown Hazards Procedures) shall be followed.

NOISE SPECIAL PROVISIONS

Reference Noise Study Report (April 2020)

- **NSR-1** Construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02.



PALEONTOLOGICAL RESOURCES SPECIAL PROVISIONS

Reference Paleontological Identification Report/Paleontological Evaluation Report (February 2020)

- PIR-1 "Construction excavations that disturb late Pleistocene-age older alluvium (Qoa), old sand dune deposits (Qos), and elevated alluvium (Qae) should be monitored by a professional paleontologist in order to reduce potential adverse impacts on scientifically important paleontological resources to a less than significant level."
- PIR-2 Prior to construction, a Paleontological Mitigation Plan (PMP) should be prepared. It should provide detailed recommended monitoring locations; a description of a worker training program; detailed procedures for monitoring, fossil recovery, laboratory analysis, and museum curation; and notification procedures in the event of a fossil discovery by a paleontological monitor or other project personnel. A curation agreement with Natural History Museum of Los Angeles County (LACM) or another accredited repository should also be obtained.
- PIR-3 All excavations beyond the lateral portions of the berms, where the valley floor lies, should be initially spot checked to inspect for the presence of native sensitive sedimentary deposits. Full time monitoring should be implemented during excavations impacting late Pleistocene-age older alluvium (Qoa) (high sensitivity), old sand dune deposits (Qos) (high sensitivity), and elevated alluvium (Qae) (high sensitivity). If it is determined that only artificial fill or previously disturbed sediments (low sensitivity) are impacted, the monitoring program should be reduced or suspended.
- PIR-4 Any subsurface bones or potential fossils that are unearthed during construction should be evaluated by a professional paleontologist as described in the PMP.

VISUAL RESOURCES SPECIAL PROVISIONS

Reference Tree Replacement Concept Plan (February 2020) and Natural Environment Study – Minimal Impacts (March 2020)

- VIA-1 Directional lighting aimed downward at the construction site shall be used during project construction where necessary within the project construction area.
- VIA-2 The duration of nighttime work would be minimized to the extent feasible and would be coordinated with the District Environmental Branch.
- VIA-3 Vegetation that is removed (trees, shrubs, groundcover and natives) would be replaced where space allows and in compliance with the Caltrans landscaping guidelines and The Caltrans Highway Design Manual. Where necessary, irrigation would be installed. Coordination will be required between the District 7 Landscape Architect and District 7 Environmental Branch throughout project design to select appropriate native vegetation replacement.
- VIA-4 Anti-graffiti measures, such as fractured rib texture, would be implemented on retaining walls and will be confirmed during PS&E in coordination with the District 7 Landscape Architect.
- VIA-5 Trees removed during construction would be replaced by eucalyptus, or native trees approved by the Caltrans Landscape Architect such as Fremont cottonwood (*Populus fremontii*) or western sycamore, utilized by the monarch butterfly, as part of the landscaping plan developed for the project.



WATER QUALITY SPECIAL PROVISIONS

Water Quality Assessment Report (March 2020)

- **WQ-1** The project proponent would comply with National Pollution Discharge Elimination System (NPDES) Construction General Permit Order 2009-0009-DWQ, and any subsequent amendments, which includes development and implementation of a monitoring program. This will include submission of the Permit Registration Documents, including a Notice of Intent (NOI), risk assessment, site map, SWPPP, annual fee, and signed certification statement to the State Water Resources Control Board (SWRCB) via the Stormwater Multi-Application and Report Tracking System (SMARTS) at least seven days prior to the start of construction.
- **WQ-2** Coordination with Los Angeles County Flood Control District (LACFCD) will be required. A Flood Control Permit from LACFCD will be needed for work in and adjacent to Los Angeles County flood control facilities.
- **WQ-3** If dredge or fill occurs below the ordinary high water mark (OHWM) of any existing non-tidal waters of the United States, then a CWA Section 401 Water Quality Certification and 404 Nationwide Permit may be required. Otherwise, correspondence from regulatory agencies should be provided to LACFCD verifying that a 401/404 permit is not required.
- **WQ-4** The project proponent will obtain and comply with the requirements of a 1602 Streambed Alteration Agreement from the CDFW.
- **WQ-5** A Qualified SWPPP Developer (QSD) will prepare a SWPPP for implementation during project construction.
- **WQ-6** Pending further geotechnical exploration, application for Section 402 NPDES permit from the Los Angeles RWQCB for groundwater dewatering will be submitted prior to construction. During construction, Caltrans' Resident Engineer or designated contractor shall ensure compliance with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order no. R4-2013-0095, NPDES Permit no. CAG994004), effective July 6, 2013 (known as the Dewatering permit), as they relate to discharge of non-stormwater dewatering wastes for the project. The two options to discharge would be to the local storm drain system and sanitary sewer system and would require a permit from the RWQCB and the local municipality, respectively. If needed, Caltrans' Resident Engineer or designated contractor shall ensure that an appropriate groundwater treatment method be determined based on groundwater assessment and recommendations from the Los Angeles RWQCB.
- **WQ-7** Pending further geotechnical exploration and hazardous waste and materials investigations, Caltrans' Resident Engineer or designated contractor shall ensure compliance with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of Volatile Organic Compounds-Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order no. R4-2013-0043, NPDES Permit no. CAG914001), effective April 7, 2013 (known as the Dewatering permit for contaminated sites), as they relate to discharge of non-stormwater dewatering wastes from contaminated sites for the project during project construction. The two options to discharge would be to the local storm drain system and sanitary sewer system and would require a permit from the RWQCB and the local municipality, respectively. If needed, Caltrans' Resident Engineer or designated contractor shall ensure that an appropriate groundwater treatment method be determined based on groundwater assessment and recommendations from the Los Angeles RWQCB.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- **WQ-8** During construction, Caltrans' Resident Engineer or designated contractor would ensure that all applicable construction site Best Management Practices (BMPs) follow the latest edition of the Caltrans Construction Site BMP Manual to address temporary impacts associated with project construction, including those associated with waste management, non-stormwater management, tracking controls, and other BMPs as applicable. In addition to applicable BMPs in the Caltrans Construction Site BMP Manual, the following measures would also be implemented:
 - Good housekeeping
 - Erosion control
 - Sediment control
- **WQ-9** Disturbed soil area would be minimized to the maximum extent feasible. Construction would follow existing contours when feasible to minimize cut and fill activity.
- **WQ-10** Environmentally Sensitive Areas (ESAs), if applicable, would be identified and shown on the plans at the PS&E phase of the project
- **WQ-11** The drainage design would follow existing drainage patterns to the greatest extent feasible. All areas outside the paved roadway would be considered for naturally graded surfaces.
- **WQ-12** Unlined channels that are disturbed or eroded as a result of construction activities would be protected as unlined to the greatest extent feasible to promote infiltration and groundwater replenishment.
- **WQ-13** Vegetated surfaces would be designed to minimize overland and concentrated flow depths and velocities and maximize contact time between water and vegetated surfaces in order to enhance infiltration and pollutant removal potential, where feasible. Low Impact Design (LID) design elements would be prioritized when siting conditions allow for treatment BMPs.
- **WQ-14** Slope rounding and stepping would be implemented where necessary.
- **WQ-15** A permanent erosion control strategy would be formulated to minimize post-construction erosion at the site. Temporary mulch applied during project construction would be removed at the conclusion of construction and would be replaced with hydroseeding, or other suitable temporary erosion control measure. Hydroseeding would provide permanent erosion control at impacted locations until permanent replacement landscape is implemented.