



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

Project Information

DIST-CO-RTE: 01-MEN-20

PM/PM: 20.0/20.3

EA: 01-0J120

Federal-Aid Project Number:

Project Description

The proposed project would improve safety on a curve on State Route 20 in Mendocino County. The project is being proposed due to a high collision rate at this location. (See Continuation Sheet)

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).** (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

Julie East

Print Name

Signature

7/27/20

Date

Project Manager

Cathy McKeon

Print Name

Signature

7/22/20

Date



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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:

[X] 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:

- [X] 23 CFR 771.117(c): activity (c)(26)
[] 23 CFR 771.117(d): activity (d)(Enter activity number)
[] Activity Enter activity number 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

Julie East
Print Name
Signature
Date 7/27/20

Project Manager/ DLA Engineer

Cathy McKeon
Print Name
Signature
Date 7/22/20

Date of Categorical Exclusion Checklist completion: 07-21-2020
Date of Environmental Commitment Record or equivalent: 07-21-2020

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



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Continuation sheet:

After a 1998 storm event, it is believed that a large landslide caused a shift in the roadway alignment, which resulted in the existing compound curve. A 3-year traffic safety analysis between January 01, 2014 and December 31, 2016 determined that collision rates between post miles 20.08 and 20.3 were 6.8 times the state average for similar facilities.

Work would realign the compound curve into a single curve, widen and pave existing shoulders, install a gabion wall, extend an existing culvert, grind and remove existing concrete, place shoulder backing, apply a hot mix asphalt overlay, install centerline and shoulder rumble strips, and restripe the roadway. Geotechnical drilling during the Design phase would determine the final placement of the gabion wall and culvert extension. All project work would occur in the Caltrans right of way. Air Quality, Biological, Cultural, Hazardous Materials, Noise, Visual, and Water Quality reviews have been completed.

The following measures have been included as part of the project:

- If cultural resources were unearthed during construction, all work near the discovery would be immediately halted until evaluation by a qualified archaeologist was completed.
- If human remains were inadvertently unearthed during construction, all work would be immediately halted until the County Coroner determined the origin and disposition of the remains, as stated by law within California State Health and Safety Code 7050.5.
- The contractor would comply with all pertinent rules, regulations, ordinances, and statutes of the local air district per Caltrans Standard Specifications Section 14-9.02, Air Pollution Control, and Section 14-9.03 Dust Control.
- Low levels of lead from historical engine combustion are commonly associated with the highway system and would be addressed with a Lead Compliance Plan.
- Thermoplastic paint may contain varying concentrations of lead depending upon color, type, and year of manufacture. This would be addressed with a Lead Compliance Plan.
- A qualified biologist would conduct pre-construction amphibian surveys.
- Culvert work would be restricted to the period between June 15 and October 15 to protect sensitive species that occur in downstream receiving waters.
- No activities resulting in noise above 90 decibels would occur in the project area between February 1 and August 5.
- Temporary barrier fencing would be placed along boundaries of riparian, wetland, or other environmentally sensitive areas.
- After all construction materials were removed, the project area would be restored to a natural setting by placing erosion control and replanting.



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- All applicable best management practices and standard measures would be applied to geotechnical drilling during the Design phase.

For example:

- If any vegetation trimming or ground disturbance became necessary, a qualified biologist must first evaluate and clear the areas.
- All work would occur within the existing Caltrans right of way. All staging will occur on previously disturbed paved/graveled pullouts.
- Drilling equipment and vehicles would be inspected daily for leaks and completely cleaned of any external petroleum products, hydraulic fluid, coolants, and other deleterious materials prior to operating equipment.
- All materials brought on site or generated (cuttings and drilling fluid) would be removed when work was complete.
- All work would be conducted outside of applicable species nesting or migratory seasons.