



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

<u>Project Information</u>		
DIST-CO-RTE: 01-DN-101	PM/PM: 23.80/R28.103	
01-MEN-1	14.94/17.00	
EA: 01-0K550	Federal-Aid Project Number:	N/A
<u>Project Description</u>		
20-21 Pavement Markings. See continuation sheet for project description and details		

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 15301 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

Darrell Cardiff		9/1/2020
_____	_____	_____
Print Name	Signature	Date

Project Manager

for Chris Ghidinelli		9/4/2020
_____	_____	_____
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)(Enter activity number)
- 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

N/A Signature Date

Project Manager/ DLA Engineer

N/A Signature Date

Date of Categorical Exclusion Checklist completion: N/A
Date of Environmental Commitment Record or equivalent: 8/11/2020

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).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

20-21 Pavement Markings EA: 01-0K550 California Department of Transportation (District 1)
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Project Description

Caltrans District 1 Maintenance plans to replace thermoplastic pavement markings in Mendocino on Route 1 from Iverson Avenue to Lighthouse Road and Del Norte County on Route 101 from Humboldt Road to 0.2 mile north of Washington Boulevard Overcrossing. This work will for maintain the safety of the facility these sections of roadway.

Work will consist of replacing thermoplastic pavement markings. All work will be within the existing State right of way. The pavement markings replacement will be confined within the existing edge of pavement. Equipment staging will be confined to paved surfaces and existing non-vegetated turnouts. Portable Changeable Message Signs will be placed between Men-01 PM 13.7/18.2 and DN-101 PM 22.6/R29.8 with negligible soil disturbance. There will be no tree removal.

The project is expected to be awarded in Summer of 2021 and estimated to occur over approximately 10 working days. Work activities are expected to be conducted during the nighttime to increase worker traffic safety and reduce impacts to daytime travelers. Specific equipment will vary by contractor but may include the following: preheat thermoplastic trucks, primer application trucks, supply flatbed trucks, two truck mounted attenuator vehicles, hand propelled thermoplastic application machine, pilot trucks, light plants with generators, and Portable Changeable Message Signs (PCMS) boards.

Traffic Control

The contractor would be required to manage traffic in compliance with Caltrans Traffic Management Plan for the project and the 2018 standard specifications. Lane closures and some ramp closure are required. Work will only occur within Caltrans's right of way.

Environmental Commitments

- Sediment and Erosion Control – The contractor will implement all applicable measures within the contract including Caltrans's 2018 Standard Specifications and Plans.
- Use SSP 7-1.02K(6)(j)(iii) – for earth materials containing lead
- Use SSP 84-9.03B for thermoplastic/ paint striping
- Use SSP 36-4 when removing thermoplastic by cold planning or grinding
- No disturbance of vegetation throughout the project limits
- Lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.
- Equipment and materials staging and storage will occur on paved roads and non-vegetated turnouts only.
- Maintain equipment in proper tune and working condition



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- Use the right sized equipment for the job
- Use applicable measures when working on SR-1, PM 14.94/17.00 to ensure avoidance to Point Arena Mountain Beaver.
 - No vibratory equipment will be used within 500 feet of occupied suitable habitat during the breeding season (December 1 to June 30), and within 250 feet of occupied suitable habitat during the non-breeding season (July 1 to November 30).
 - Night lights should be at least 250 feet from occupied suitable habitat.
 - Heavy equipment must remain on the road prism in areas with evidence of Point Arena mountain beaver burrowing or within unoccupied suitable habitat.

Environmental Analysis

Aesthetic/Visual

A Visual Impact Assessment level questionnaire was completed on June 25, 2020. The project will result in minimal negative visual changes to the environment and will impacts will be less-than-significant.

Air Quality/Noise/Greenhouse Gas

An environmental document assessment for air quality, noise, and greenhouse gas (GHGs) impacts was conducted on June 2, 2020. According to the assessment, the project is a Type III project that will not cause an increase in operational or long-term impacts on air quality, noise, or GHGs, but will have construction related (short-term) impacts. Generation of short-term construction related noise, and the generation of short-term construction air emissions of fugitive dust and exhaust from construction equipment are to be controlled and reduced through the use of the 2018 standard specifications (e.g. Section 14-9). Additionally, the project will not generate operational GHG emissions, nor contribute to a cumulatively considerable impact, and would implement GHG reduction or avoidance measures (standard BMPs) where feasible to reduce construction GHG emissions. Therefore, project impacts are compliant with all applicable plans and will be less-than-significant.

Biological Resources

A Biological Resources Evaluation Memo was completed by Caltrans on May 29, 2020. Point Arena Mountain Beaver (PAMB) sightings have occurred at various locations throughout the SR-1 project area. The project will remain within the paved roadway, and project measures (e.g. avoidance measures) will be implemented during the project to ensure no take of the species. Therefore, the project will have no take of any species federally or state listed, candidate, or proposed for listing with implementation of avoidance and minimization measures, nor will the project impact any designated critical habitat or essential fish habitat. Lastly, sensitive plants are potentially present adjacent to the project but will not be affected by the project since the project will avoid removal of vegetation and conduct work entirely within the roadway.

This project will cross several jurisdictional waters and is adjacent to several jurisdictional wetlands. Best Management Practices (e.g. sediment and erosion) and



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Other Caltrans Standard Measures will be implemented that ensure the project will not result in any impacts to waters or wetlands. Impacts are less-than-significant.

Cultural Resources

A screening memo was completed by Caltrans on August 12, 2020. Based on the scope of the construction activities, these undertakings have no potential to affect historic properties.

Hazardous Waste

An Initial Site Assessment was completed by Caltrans on May 13, 2020. The project is not on the Cortese list, and based on the review, minor hazardous waste/materials will be encountered within project limits. These issues are routine construction issues that will be managed in the construction contract through standard BMPs and the inclusion of any Special Standard Provisions (SSPs). As a result, the project will not have any impacts related to hazardous waste and will be less-than-significant.

Other Environmental Resources

All work will be conducted within Caltrans's right of way. A water quality assessment checklist was completed and concluded that the project will not need a permit or a water quality assessment. Implementation of Standard BMPs and standard measures will ensure there are no impacts to environmental resources. The project locations eligible scenic highways, but project activities will not affect or change their designation. Residences/communities are either adjacent or close to the highway that may be impacted by construction activities of the project. Based upon further review, the type of work (painting over existing markings) is expected to create temporary impacts (e.g. noise) that would be of short duration, limited in noise (e.g. no grinding), and would not disrupt or divide communities. Post-maintenance activities related to traffic and noise levels will return to normal. Finally, the project qualifies for a categorical exemption under CEQA Guidelines Section 15301- Existing Facilities (1)(c) and will not have any exceptions or significant impacts removing the project from the exemption.

Permits

No permits are required for this project.