



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

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|---|------------------------------------|------------|
| <u>Project Information</u> | | |
| DIST-CO-RTE: 01-MEN-20,128 | PM/PM: Varied | |
| EA: 01-0K440 | Federal-Aid Project Number: | N/A |
| <u>Project Description</u> | | |
| 20-21 SB1 Striping Project. 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

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|-----------------|--|----------|
| Darrell Cardiff |  | 9/1/2020 |
| Print Name | Signature | Date |

Project Manager

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|------------------|--|-----------|
| Chris Ghidinelli |  | 9/18/2020 |
| Print Name | Signature | 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:

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

| | | |
|------------|------------|------------|
| <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| Print Name | Signature | Date |

Project Manager/ DLA Engineer

| | | |
|------------|------------|------------|
| <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| Print Name | Signature | Date |

Date of Categorical Exclusion Checklist completion: N/A
Date of Environmental Commitment Record or equivalent: 9/1/2020

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:

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| 20-21 SB Striping 01-0K440 California Department of Transportation (District 1) |
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Project Description

Caltrans District 1 Maintenance plans to replace striping and marker pavement delineation in Mendocino County at various locations on Routes 20(SR-20) and 128 (SR-128). This work will reduce field Maintenance crew exposure to traffic and increase traffic safety.

Replacing stripe and marker pavement delineation will occur on SR-20 from Post mile (PM) 0.01-29.70 and 31.80-L35.96, and on SR-128 from PM 17.68-50.90. Work will also include removing the Highway-101 shield marking and upgrading the corresponding sign at approx. PM L33.27. Equipment staging will be confined to paved surfaces and existing non-vegetated turnouts. Portable Changeable Message Signs will be placed between 01-MEN-001-PM 58.80/60.80, 01-MEN-020-PM 0.01/29.70, and 30.80/L35.96, 01-MEN-101 41.46/R46.06, 01-MEN-128-PM 16.88/50.90, and 04-SON-128-PM 0.00/1.00. There will be no construction area signs and no tree removal. All work will be within the existing State right of way.

The project is expected to be awarded in Spring of 2021 and estimated to occur over approximately 150 working days. Some work activities will 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: Paint and Thermo Truck, Grinder or dustless blaster for stripe removal and a Traffic Control vehicle, 3/4 -ton pickup truck, "Solar" Arrow Board (CMS), 33K GVW truck, Stripe grinder, Vacuum sweeper, Back-pack blower, "Skid Steer" with grinder, "Road Pro" rumbler, Marker buggy, "Mighty Max" thermal unit, Stripe truck Compressor with blow-pipe, Thermal truck, Pre-melter truck, "Push" paint stripe.

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 ramp closure(s) are required, and work would 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



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- Noise level restrictions
 - February 1 through August 5: Do not perform work that generates noise levels above 90 dBA LMax or 20 or more decibels above ambient sound levels
 - August 6 through September 15: Work that generates noise levels above 90dBA LMax is restricted to the time period from 2 hours after sunrise to 2 hours before sunset.
 - September 16 through January 31: Comply with section 14-8.
 - Measure the noise level at 50 feet from the source of the noise generating activity. Backup alarms are excluded from the noise requirements.
- Maximize use of recycled materials (e.g., tire rubber). 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.
- From Postmile SR-20-PM0.01/26.0, and SR-128-M 36.16/7.25, no night work with artificial lighting is allowed from February 1- July 31.

Environmental Analysis

Aesthetic/Visual

A Visual Impact Assessment level questionnaire was completed on August 7, 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 August 10, 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 July 15, 2020. Critical habitat exists for Northern Spotted Owl (NSO) and Marbled Murrelet (MAMU). NSO habitat exists on SR-20 from PM 0.1 to approximately PM 26.00 and on SR-128 on the mountainside approximately 5 miles north of Indian Creek (PM 18). NSO observations have been made from on SR-128-PM 36.16-37.25. MAMU critical habitat occurs on SR-20 from PM 0.5-26.0. Avoidance measures will be implemented during the nesting season to ensure no take of species. Therefore, the project will have no take



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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.

There are no known jurisdictional waters or wetlands on or near this project. The project will not result in any impacts to waters or wetlands.

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 electronic Initial Site Assessment was completed by Caltrans on June 1, 2020. 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, project impacts related to hazardous waste 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 additional water quality assessments. Implementation of Standard BMPs and standard measures will ensure there are no impacts to environmental resources. Portions of the project are part of an eligible scenic highway, but project activities will not affect or change eligibility. 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.