



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 11/2020)**

Project Information

Project Name (if applicable): YOL CULVERT REHAB

DIST-CO-RTE: 03-YOL-16

PM/PM: 15.4/19.8

EA: 03-1G990

Federal-Aid Project Number: 0320000140

Project Description

The California Department of Transportation (Caltrans) proposes to replace, rehabilitate and remove twelve (12) culverts located on State Route (SR) 16 in Yolo County between postmile 15.4 and 19.8. The existing culverts have reached the end of their service life and the rehabilitation project is necessary to preserve and prolong adequate drainage at these locations. *-Continued-*

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.** (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

Cara Lambirth

Print Name

Signature

Date

Project Manager

Print Name

Signature

Date



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Caltrans NEPA Determination (Check one)

[X] Not Applicable

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
Print Name

Project Manager/ DLA Engineer

N/A Signature Date
Print Name

Date of Categorical Exclusion Checklist completion: N/A
Date of Environmental Commitment Record or equivalent: 12/11/20



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Continuation sheet:

The work includes the removing and replacing existing culverts, flared end sections, headwalls, drainage inlets and culvert markers as needed, cleaning and inspecting existing culverts, and Cured-in-Place (CIPP) Line and invert pave existing culverts as necessary. The purpose of this project is to extend the service of the roadway drainage facilities by rehabilitating and/or replacing the culverts.

Environmental Commitments: The project will not pose significant environmental impacts based on studies conducted. As a result, the project is exempt from the requirement to prepare environmental document and qualifies for Categorical Exemption under the California Environmental Quality Act (CEQA) and Categorical Exclusion. The environmental commitments contained within the studies must be incorporated into the Plan Specification and Estimates (PS&E)/Ready to List (RTL) package as follows.

Noise: Noise may be generated from the contractors' equipment and vehicles. Caltrans requires the contractor to conform to the provisions of Standard Specification, Section 14-8.02 "Noise Control" which states "Control and monitor noise from work activities." And "Do not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m."

Air: The proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM10, would be the primary short-term construction impact, which may be generated during excavation, grading and hauling activities. Both fugitive dust and construction equipment exhaust emissions would be temporary and transitory in nature. Caltrans Standard Specifications, a required part of all construction contract, should effectively reduce and control emission impacts during construction. The provision below will be implemented with all pertinent rules, regulations, ordinances, and statues of the local air district.

- Section 14-9 Air Quality

Hazardous Materials: Aerially Deposited Lead (ADL) is typically found within the top 2 feet of material in unpaved areas of the highway. Handling of materials containing ADL shall result in no visible dust migration. The contractor shall control dust while handling material in work areas containing ADL. Apply water to prevent visible dust. All soil disturbed should remain in the area of disturbance and not be transported elsewhere. Lead is present in earth material within the project limits at average concentrations below 1,000 mg/kg total lead and below 5 mg/l soluble lead.

Use SSP 7-1.02K(6)(j)(iii) - Earth Material Containing Lead

Water: The following is recommended to help ensure NPDES Permit compliance and to further prevent receiving water pollution due to construction activities and/or operations related to the project:

1. All temporary equipment and material storage sites on State property must be accounted for and included in the total land disturbance estimate, unless a stabilization method has been implemented, reviewed, and approved by NPDES or Storm Water staff.
2. The project shall adhere to the conditions of the Caltrans Statewide NPDES MS4 Permit CAS No. 000003, Order No. 2012-0011-DWQ, and adopted amendments.



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3. The Contractor prepared (and Caltrans approved) WPCP will provide and incorporate appropriate approved Temporary Construction Site BMPs that address the effective implementation, placement, handling, storage, use, and disposal practices of all BMPs used during construction operations and field activities for the duration of the project.

4. The project must follow all applicable guidelines and requirements listed in the 2018 Caltrans Standard Specifications (2018 CSS), Section 13, regarding water pollution control and general specifications for preventing, controlling, and abating pollutant discharges into streams, waterways, and other bodies of water.

- Specifically, a concerted effort and focus should be placed on 2018 CSS, Section 13-4 (Job Site Management), to control potential sources of water pollution before they encounter storm water conveyance systems or receiving waters. This can be accomplished by controlling and managing materials, discarded waste, and non-storm water pollution at the construction site and within the project boundaries.

- Some operations may require attention to Sections 13-9.02C and 13-9.02D, of the 2018 CSS, which relates to and addresses the handling of concrete waste during construction operations.

5. Prior to the start of construction, existing drainage facilities should be identified and protected by the application of appropriate Temporary Construction Site BMPs.

6. If and where applicable, shoulder backing areas should be stabilized by Temporary Construction Site BMPs, or rolled and compacted in place, by the end of each day prior to the onset of precipitation.