



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

Project Information

DIST-CO-RTE: 03-ED-50

PM/PM: 45.2

EA: 03-0J710

Federal-Aid Project Number: 0320000005

Project Description

The California Department of Transportation (Caltrans) proposes to restore the slope, mitigate further erosion, prevent long term road closure, and protect the traveling public on United State (U.S.) 50. The project is located in El Dorado County along U.S. 50 approximately .4-mile west of 30 Mile Stone Tract (PM 45.2). This project proposes to complete permanent restoration of the storm damaged hillside slope. The existing down drainpipe will be removed from the slope, and the upper portion of the slope will be regraded. Rock Slope Protection (RSP) will also be placed on the lower portion of the slope.

There is an urgent need to permanently restore the slip drainage. All work for this project is state and federally funded. All the proposed work will be within the Caltrans right-of-way (ROW). Acquisition of new ROW is not anticipated for this proposed project.

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	 <small>Digitally signed by Cara Lambirth Date: 2020.11.24 16:40:55 -08'00'</small>	11/24/20
Print Name	Signature	Date

Project Manager

Daniel Cuellar		11/24/2020
Print Name	Signature	Date

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



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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 (i)

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

Cara Lambirth	 <small>Digitally signed by Cara Lambirth Date: 2020.11.24 16:41:55 -08'00'</small>	11/24/20
Print Name	Signature	Date

Project Manager/ DLA Engineer

Daniel Cuellar		11/24/2020
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion: 11/24/20
Date of Environmental Commitment Record or equivalent: 11/24/20

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:

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 under the National Environmental Policy Act (NEPA). 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."

Water: The following recommendations should be implemented to avoid discharges to receiving waters and to help ensure National Pollutant Discharge Elimination System (NPDES) permit compliance.

1. The project shall adhere to the conditions of the Statewide NPDES MS4 Permit (Caltrans' Permit) issued by the State Water Resources Control Board, Order No. 2012-0011-DWQ, NPDES Permit No. CAS000003, and all adopted amendments.
2. Temporary BMPs should be effectively implemented, utilized, and maintained to avoid and eliminate potential storm water and non-storm water discharges into drainage conveyance systems to the maximum extent practicable.
3. Existing drainage facilities should be identified and protected by the application of appropriate Construction Site BMPs.
4. The following (specific) standard specifications should be closely monitored during field operations to further protect receiving waters for the duration of the project:
 - a. Follow all applicable guidelines and requirements in the 2018 Caltrans Standard Specifications (CSS), Section 13, regarding water pollution control and general specifications for preventing, controlling, and abating water pollution in streams, waterways, and other bodies of water.
 - b. Focus and attention (by the Contractor) should be given to CSS Section 13-4 (Job Site Management) to control potential sources of water pollution before it encounters any storm water system or watercourse. This specification (in short) requires the Contractor to control material pollution, manage waste and non-storm water at the construction site.
 - c. The Contractor prepared Water Pollution Control Program (WPCP) shall incorporate appropriate temporary construction site BMPs to implement effective handling, storage, use and disposal practices during project activities.
 - d. For areas involving concrete placement, CSS Sections 13-9.02C and 13-9.02D is required to be followed and covers the handling of concrete waste during construction operations.

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

Use SSP 14-11.14 - Treated Wood Waste (TWW) includes posts used for MBGR, thrie beam barrier, piles, or roadside signs. These wood products are typically treated with preserving chemicals that may be hazardous (carcinogenic) and include but are not limited to arsenic, chromium, copper, creosote, and pentachlorophenol. The contractor shall prepare a detailed Health, Safety and Work Plan for all site personnel in accordance with the DTSC and CAL-OSHA regulations.

Use SSP 36-4 if yellow paint or yellow thermoplastic paint will be removed while grinding the entire pavement surface and the project will not require the paint or thermoplastic paint to be removed before grinding begins.