



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

Project Information

DIST-CO-RTE: 05-SB-154

PM/PM: 23.75/29.18

EA: 05-1M370

Federal-Aid Project Number: N/A

Project Description

This project proposes to place High Friction Surface Treatment at five spot locations on State Route 154 in Santa Barbara County, from post mile 23.75 to 29.18. This is being done in an effort to reduce the number and severity of run-off-the-road collisions. In order to place the high friction surface treatment, it will be necessary to grind and repave the top layer of existing open grade asphalt. Shoulder backing will be placed along existing pavement and will not extend farther than 3 feet from existing pavement.

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

Lara Bertaina


Signature


10/2/2020

Print Name

Date

Project Manager

Barak Miles


Signature

10/02/2020

Print Name

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

Lara Bertaina (Print Name), [Signature] (Signature), 10/2/2020 (Date)

Project Manager/ DLA Engineer

Barak Miles (Print Name), [Signature] (Signature), 10/02/2020 (Date)

Date of Categorical Exclusion Checklist completion: 9/28/20
Date of Environmental Commitment Record or equivalent: 9/28/20

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:

The following measures would reduce the construction effects of this project:

Air Quality:

- To minimize dust emissions from the project, Section 14-9.2 (Air Pollution Control) of the 2018 Standard Specifications states that the contractor is responsible for complying with all local air-pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contract, including those provided in Govt Code § 11017 (Pub Cont Code § 10231). By implementing Best management Practices during construction, minimal short-term air quality impacts are anticipated.

Noise:

- Since night work is anticipated, the noisiest construction activities nearest the residences should be conducted as early in the evening as possible. Caltrans Standard Specifications (Section 14-8.02) requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 dBA Lmax at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

Also, include the following general measures in the RE binder and implement as appropriate to further minimize temporary construction-noise impacts.

- Each internal combustion engine, used for any purpose on the job, or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.
- Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office posts notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.
- Shield especially loud pieces of stationary construction equipment;
- Locate portable generators, air compressors, etc. away from sensitive noise receptors;
- Limit grouping major pieces of equipment operating in one area to the greatest extent feasible;
- Place heavily trafficked areas such as the maintenance yard, equipment, tool, and other construction-oriented operations in locations that would be the least disruptive to surrounding sensitive noise receptors;
- Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer; and,
- Consult District noise staff if complaints are received during the construction process

Biology:

- Following Standard Special Provision (SSP) 14-6.03B, a nesting bird survey shall be conducted prior to construction by a qualified biologist to determine presence/absence of nesting birds within the project area, if construction activities are to take place during the typical nesting season (February 1-September 30). Please contact the project biologist at least 14 days prior to the start of construction activities to schedule a preconstruction survey(s).
- Following Standard Special Provision (SSP) 14-6.03B, if an active nest of a native migratory bird is discovered, Caltrans will determine an appropriate buffer and monitoring strategy based on the habits and needs of the species. The buffer area will be avoided until a qualified biologist has determined that juveniles have fledged.



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- Following Standard Special Provision (SSP) 14-6.03A, all staging and equipment and material storage areas shall occur in existing pullouts or at currently paved locations. If vegetation clearing will occur, a qualified biologist shall perform a pre-construction botanical survey during the appropriate flowering period preceding construction activities.

Hazardous Waste:

- A Lead Compliance Plan (LCP) following Standard Special Provision (SSP) 7-1.02K(6)(j)(iii) will be required.
- All disturbed/excavated soil shall remain onsite.