



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

Project Information

DIST-CO-RTE: 05-SCR-236

PM/PM: 5.4

EA: 05-1M450

Federal-Aid Project Number:

Project Description

The project proposes to construct a retaining wall on soldier piles along the failed embankment to stabilize and improve the serviceability of the roadway. In addition, the project proposes to widen the shoulder on the southbound side to four feet, restore pavement, install permanent erosion control measures, and improve drainage. The purpose of this project is to prevent deterioration of the roadway and improve safety. There is a need to repair the failed roadway embankment and prevent roadway deterioration.

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		6/8/20
Print Name	Signature	Date

Project Manager

Douglas Hessing		6/8/20
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:

[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 (a)(4)
[] 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 (handwritten), Date 9/15/20

Project Manager/ DLA Engineer

Douglas Hessing (Print Name), Signature (handwritten), Date 9/15/20

Date of Categorical Exclusion Checklist completion: 9/15/20
Date of Environmental Commitment Record or equivalent: 6/8/20

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:

- To minimize impacts on resident's normal nighttime sleep activities it is recommended that whenever possible construction work be done during the day. If nighttime construction is necessary, the noisiest construction activities should be done 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:

For the protection of special status amphibians, the following avoidance measures should be followed:

- To minimize impacts to coast redwood forest habitat, vegetation beyond the existing disturbed area shall be considered Environmentally Sensitive Area (ESA) and defined and protected using a silt fence that would also prevent amphibians from entering the active work area.

For the protection of nesting birds covered under the Migratory Bird Treaty Act, the following avoidance measures should be followed:



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- Project related activities including vegetation removal within the project impact area should be done outside of the nesting season (February 1 – August 31); however, if vegetation removal needs to occur during the nesting season, a state biologist(s) must inspect the site no more than two weeks prior to removal to ensure that no nests are present and should be notified by the contractor at least 10 working days before construction activities.
- If active bird nests are found during required preconstruction surveys, a work buffer or monitoring strategy will be established by the state biologist. If a work buffer is appropriate, high visibility fencing or flagging will be used to establish the buffer. The buffer or monitoring strategy will remain in place until the breeding season has ended or until a state supplied biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.

Water Quality:

- A Water Pollution Control Plan (WPCP) shall be prepared and implemented during construction to the satisfaction of the Resident Engineer.

Visual:

- Concrete transition barrier, concrete walers, and the edge of the barrier slab should be colored to minimize contrast and noticeability. The color shall be determined and approved by Structure Design in conjunction with District 5 Landscape Architecture.
- All metal roadside elements such as guardrail, end treatments, crash cushions should be stained to minimize contrast and noticeability. The color shall be determined and approved by District 5 landscape Architecture.
- The ST-75 barrier, including all metal bicycle and/or pedestrian rail associated with the barrier should be stained to minimize contrast and noticeability. The color shall be determined and approved by Structure Design in conjunction with District 5 Landscape Architecture.
- Revegetate disturbed areas to the greatest extent possible, considering safety and horticultural appropriateness.
- Following construction, re-grade and re-contour all new construction access roads, staging areas, and other temporary uses as necessary to match the surrounding topography.