



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 04/2021)**

Project Information

Project Name (if applicable): Laytonville Digouts

DIST-CO-RTE: 01-MEN-101

PM/PM: 64.9/69.3

EA: 01-0K980

Federal-Aid Project Number: N/A

Project Description

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. (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

<u>Darrell Cardiff</u>	<u><i>Darrell Cardiff</i></u>	<u>9/2/2021</u>
Print Name	Signature	Date

Project Manager

<u>Chris Ghidinelli</u>	<u><i>Chris Ghidinelli</i></u>	<u>9/2/2021</u>
Print Name	Signature	Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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

Signature lines for Senior Environmental Planner and Project Manager/DEA Engineer, with 'Not Applicable' text overlaid.

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 8/25/2021

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).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Laytonville Digouts EA: 01-0K980 California Department of Transportation (District 1)
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Project Description

Maintenance is developing a project on Route 101 in Mendocino County near Laytonville from 1.60 mile south to 2.46 mile north of Ten Mile Creek. The purpose is to maintain a serviceable roadway to provide safe efficient travel by replacing and repairing locations with distressed pavement surface due to underlying materials issues.

The work will consist of Cold Planing existing deteriorated AC pavement to a depth of 0.50' and replacing with 0.50' of Type A Hot Mix Asphalt (HMA-A). Other work includes installing construction area signs, placing traffic striping and markers.

Staging is anticipated to utilize paved shoulders and developed gravel turnouts. Apart from construction area signs, no soil or vegetation disturbance will occur outside the pavement limits. All work will be within the existing State right of way. Project maintains original line and grade and original purpose of the facility. No work will alter existing drainage patterns or result in increased runoff. No drainage impacts to properties outside State right of way are anticipated. No modifications will be required to existing storm water runoff conveyance facilities

The project is expected to begin in the Spring of 2022 and estimated to occur over approximately 30 working days. Types of equipment to be used include asphalt milling machines, dump trucks, pavers, asphalt rollers, and striping equipment (truck mounted).

Traffic

Traffic control will be maintained by the contractor in accordance with the Caltrans Traffic Management Plan (TMP) and the Standard Plans. The TMP includes requirements related to lane closures, flagging, notification, and coordination with other projects. The proposed project will include one-lane reversing closures where applicable and delays up to 15 to 20 minutes.

Environmental Commitments

- Use SSP 7-1.02K(6)(j)(iii) for earth materials containing lead
- Use SSP 36-4 when removing thermoplastic by cold planning or grinding

Environmental Analysis

Aesthetics/Visual

A Visual Impact Assessment Review was completed August 13, 2021 and the project will not adversely impact visual or scenic resources.



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Air Quality, Noise, and Greenhouse Gases

An environmental document assessment for air quality, noise, and greenhouse gas (GHGs) impacts was conducted on May 11, 2021. 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 (memo) was completed by Caltrans on June 27, 2021. The project will have no effect on any species state or federally listed, proposed for listing or candidate for listing. The project will have no effect on critical habitat or EFH for any listed species. There will be no adverse effect on any species identified by CDFW as a Species of Special Concern (SSC).

Cultural Resources

A screening memo was completed by Caltrans on August 31, 2021. Based on the scope of the construction activities, these undertakings have no potential to affect historic properties or cultural resources.

Hazardous Waste

An Initial Site Assessment was completed April 16, 2021. 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, the project will not have any impacts related to hazardous waste and will be less-than-significant.

Other Resources

All work will be conducted within Caltrans's right of way. Implementation of Standard BMPs and standard measures will ensure there are no impacts to environmental resources.

Permits

Regulatory Permits are not required for this project.