



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

Project Information

Project Name (if applicable): Oilwell CAPM

DIST-CO-RTE: 01-MEN-101

PM/PM: 48.96/55.06

EA: 01-0H170

Federal-Aid Project Number: 0117000119

Project Description

The California Department of Transportation (Caltrans), using State and Federal funds, is proposing a CAPM pavement rehabilitation project. This project is located in Mendocino County on United States Highway (U.S.) 101 beginning north of Willits at PM 48.96 and ending at PM 55.06 approximately 0.1 miles south of Big Trails Drive. Continued on page 3.

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 Class 1c.** (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

Julie McFall		10/28/21
Print Name	Signature	Date

Project Manager

Tariq Chechi		10/28/21
Print Name	Signature	Date



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Caltrans NEPA Determination (Check one)

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)(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

Julie McFall
Print Name Signature Date 10/28/21

Project Manager/ DLA Engineer

Tariq Chechi
Print Name Signature Date 10/28/21

Date of Categorical Exclusion Checklist completion: 10/28/2021
Date of Environmental Commitment Record or equivalent: 10/28/2021

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).



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Continuation sheet:

Continued from page 1.

Project Description: The proposed project will rehabilitate Class I Hot Mix Asphalt (HMA) pavement using a Minor Pavement Rehabilitation (formerly CAPM) strategy consisting of dig outs and placement of a 0.20-foot Rubberized HMA Gap Graded (RHMA-G) overlay. Additional work includes placing shoulder backing and dike, upgrading Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS), placing High Friction Surface Treatment (HFST), placing rumble strips, and upgrading signage.

The purpose of this project is to restore roadway pavement to an efficient, easily maintained roadway. Additionally, Metal Beam Guard Rail (MBGR) and Transportation Management System (TMS) assets would be upgraded to Caltrans current standards. This project is needed to improve safety for motorists and workers, extend the service life of the roadway, and because ongoing structural distress has been identified by the Pavement Condition Survey. Other deficiencies include non-standard MBGR and aging TMS facilities, which need upgrades to bring the project area up to Caltrans standards, and to improve worker and motorist safety.

Right-of-Way

Work will take place within Caltrans Right of Way, no TCEs will be needed.

Staging/Stockpiling

There are multiple pullout locations within Caltrans right of way that can be utilized as staging areas within the project limits.

Disposal/Borrow Sites

The project would not utilize borrowed material. If excess material is generated, it will be become property of the contractor.

Consultation/Coordination

To identify potential cultural resources, Caltrans staff conducted a review of internal and external agency resource records and databases. Additionally, a field review of the project area was completed by cultural staff.

Biological Resources

To identify potential biological resources, Caltrans staff conducted a review of internal and external agency resource records and databases. Additionally, field reviews of the project area were completed.

Suitable Northern Spotted Owl (NSO) habitat is assumed to be present in certain areas between PM 50.8 and PM 55.06. Guardrail replacement, or other construction activities that raise the ambient noise levels by more than 20 db, between PM 50.8 and PM 55.06 will need to occur between August 1-January 31 (outside of the nesting season), or after birds have fledged.



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Utilities

All utilities in proximity to the locations of work, would be protected in place.