



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

Project Information

Project Name: Sonoma State Route 101 Bridge Rail Upgrades

DIST-CO-RTE: 04-SON-101

PM/PM: 22.8/32.8

EA: 04-1Q700

Federal-Aid Project Number: 0418000319

Project Description

The proposed project is located at four bridges on State Route US 101 in Sonoma County between postmiles 22.8 and 32.8. The project proposes to replace the existing bridge railing systems at these bridges in order to meet current Caltrans standards.

The purpose of the project is to replace and upgrade existing non-standard bridge rails to meet current design standards on four bridge structures in Sonoma County on State Route US 101.

The project is needed to meet current safety standards. Safety standards for highway design consider speed, transportation modes, surrounding land use, size of current vehicles using the road, and the required safe distances between motorized and non-motorized traffic. These four bridges were all constructed in 1962 (58 years old). Modern vehicles are generally larger and travel at higher speeds than vehicles at the time the bridges were constructed and in order to reduce the severity of collisions, the bridge rails at these four locations need to be upgraded.

The project would replace the approximately 2,350 feet of existing bridge rail systems at the following four bridge structures:

- 1) Mendocino Avenue Overcrossing, Bridge Number: 20-0179 (PM 22.814)
- 2) Fulton Road Overcrossing, Bridge Number 20-0200 (PM 25.902)
- 3) Shiloh Road Overcrossing, Bridge Number 20-0202 (PM 27.618)
- 4) Limerick Lane Overcrossing, Bridge Number 20-0066 (PM 32.785)

Caltrans CEQA Determination

- 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 2.** (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).



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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>Arnica MacCarthy</u>	<u><i>Arnica MacCarthy</i></u>	<u>11/2/2022</u>
Print Name	Signature	Date

Project Manager

<u>Alex Lim (Acting)</u>	<u><i>Alex Lim</i></u>	<u>11/15/2022</u>
Print Name	Signature	Date



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Caltrans NEPA Determination

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). 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)(28)

23 CFR 771.117(d): activity (d)(___)

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

Signature and date for Senior Environmental Planner or Environmental Branch Chief: Arnica MacCarthy, 11/2/2022

Project Manager/ DLA Engineer

Signature and date for Project Manager/ DLA Engineer: Alex Lim (Acting), 11/15/2022

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 11/3/2022

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 Project would replace the existing barrier railing systems at the bridges with a Concrete Barrier Type 836 on the non-sidewalk side and a Concrete Barrier Type 732SW on the sidewalk side with a Chain Link Railing Type 7 railing on top of the barrier, meeting the requirements of the Caltrans Highway Design Manual, Section 208.10 - Bridge Barriers and Railings.

To upgrade the barrier railing systems, existing bridge overhangs (underneath the shoulder/sidewalk of the bridge) would be reconstructed. The reconstruction would result in a 2-inch widening on the side with a sidewalk and a 5-inch widening on the side without a sidewalk.

At all four bridge locations, construction limits would extend beyond the bridge to create a smooth transition to the new bridge rail systems. The Midwest Guardrail Systems (MGS) or permanent crash cushions are the appropriate end treatment terminal systems and would replace and upgrade the old metal beam guardrails (MBGR) to standards at the lead traffic approaches to the bridges. In addition, because ground settlement has resulted in minor changes to sidewalk elevations between the bridge approaches and the bridges, additional pavement would be added to these transition areas to reduce the elevation change. The MGS also involves installation of a concrete apron, which provides vegetation control and reduces maintenance.

Project Features:

- Water Quality best management practices (BMPs). To address the temporary water quality impacts resulting from the construction activities in the Project limits, BMPs would include the measures of sediment control, pH control, material and job site management, and erosion control.
- Discovery of Cultural Resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a Caltrans qualified archaeologist can assess the nature and significance of the find.
- Aesthetic Treatment. Caltrans Design will select appropriate visual character site features, according to Caltrans Landscape recommendations.
- Hazardous Waste Survey. Caltrans Hazardous Waste Specialist would conduct hazardous material bridge surveys and provide appropriate specifications.
- Water Pollution Control Plan (WPCP). Construction that disturbs less than an acre of soil must comply with the Water Pollution Control Program (WPCP) section of Caltrans Standard Specifications. This project has less than an acre of Disturbed Soil Area (DSA) and will require a WPCP.



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- **Reduce Construction Emissions.** To reduce emissions resulting from construction, the contractor would implement BMPs that include regular vehicle maintenance, limiting vehicle idling, and recycling nonhazardous waste and/or excess material if possible.
- **Energy Reduction.** Solar sign boards should be used when feasible.
- **Roosting Bat Vegetation Removal.** Caltrans biologist would monitor removal of vegetation with roosting bats. Biologist would remove bats in late afternoon or evening. Contractor would remove the tree in pieces, after shaking each tree and waiting. Contractor would remove limbs one day and remove the remainder of the tree the following day.
- **Staging and Environmentally Sensitive Area (ESA) Delineation.** The boundaries of staging areas will be delineated with rope and post or similar materials. Any ESAs, such as drainages or birds' nests, will be delineated with rope and post, orange construction fencing, or similar materials, and will be avoided.
- **Construction Noise Control.** To address the temporary noise impacts resulting from the construction activities, BMPs would include temporary noise barriers or other methods such as providing public outreach, locating staging areas away from residential areas, considering detour impact, using quieter equipment, preventing idling, using an appropriate muffler, and replacing diesel generators with electric or solar power (if feasible).
- **Vegetation and Tree Removal.** The contractor would preserve existing trees and vegetation to the maximum extent feasible or prune trees under the supervision of a licensed arborist prior to considering tree removal. If work results in unavoidable removal of existing tree, the contractor will revegetate the disturbed soil areas with native and climatically appropriate species.
- **Staging.** The contractor would locate staging areas to avoid vegetation damage to the maximum extent practicable. Contractor would minimize the appearance of construction equipment and staging areas.
- **Construction Lighting.** Contractor would limit construction lighting to the area of work and avoid light trespass with the use of directional lighting, shielding and other measures as needed.