



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM (rev. 04/2022)**

**Project Information**

**Project Name (if applicable):** SR 1 Separation Girder Replacement

**DIST-CO-RTE:** 05-SCR-1

**PM/PM:** 17.02/17.02

**EA:** 05-1P280

**Federal-Aid Project Number:** N/A

**Project Description**

The project proposes to replace a girder and associated bridge improvements at the Route 1 NB/ 17 Separation (Br. No. 36-0069R) in Santa Cruz County at Post Mile 17.02 in the City of Santa Cruz. The improvement proposes to replace Girder 5 of Span 2 with a less deep girder to gain additional vertical clearance to prevent high load hit impacts. The purpose of this project is to increase the bridge vertical clearance to address the high-load hits to this structure, thereby, improving public safety, reducing future costly repairs to the damaged girders, and maximizing the efficiency of this heavily traveled transportation corridor. There is a need for this project because the girder on Route 1/17 separation (36-0069R) in Santa Cruz is being damaged from a high load hit. If not replaced with a shallower depth girder, it will deteriorate further.

**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; Existing Facility.** (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		5/6/2022
Print Name	Signature	Date

**Project Manager**

Terry Thompson		5/6/2022
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, 2022, 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)(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 Signature 05/06/2022
Print Name Signature Date

Project Manager/ DLA Engineer

Terry Thompson Signature 05/06/2022
Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable): 5/3/22
Date of Environmental Commitment Record or equivalent: 5/3/22

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 14-9.02 (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). Additionally, the project level SWPPP will address water pollution control measures that cross correlate with standard dust emission minimization measures such as covering soil stockpiles, watering any roads, watering excavation and grading areas, and so on. By incorporating appropriate engineering design and storm water Best Management Practices during construction, minimal short-term air quality impacts are anticipated.

#### Noise:

Include the following general measures in the RE binder and implement as appropriate to further minimize temporary construction-noise impact:

- 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 loud pieces of stationary construction equipment if complaints are received;
- Locate portable generators, air compressors, etc. away from sensitive noise receptors as feasible;
- Limit grouping major pieces of equipment operating in one area to the greatest extent feasible;
- 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.

#### Water Quality:

- During the construction phase, the project will include a Water Pollution Control Program (WPCP) prepared by the contractor to address short-term construction impact on water quality.

#### Hazardous Waste:

- An ACM and/or LCP study will be completed during the project design phase to determine if special handling of bridge materials will be required. Based on the results of the investigation, appropriate SSPs will be implemented for the proper management of potentially hazardous waste issues.

#### Visual:

- Bridge concrete barrier type shall be replaced in kind to match the existing bridge rail type.



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- Following construction, re-grade and re-contour all new construction staging areas and other temporary uses as necessary to match the surrounding pre-project topography.

### Biology:

- Project related activities should be completed between September 1<sup>st</sup> and January 31<sup>st</sup>, outside of nesting bird season due to the proximity of known nesting bird habitat.
- If project activities must occur during the nesting season (February 1<sup>st</sup> – August 31<sup>st</sup>), a state biologist must inspect the site within 10 calendar days of start of work to ensure that no nests are present. The biologist should be notified at least 14 calendar days before construction activities begin.
- 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.