



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): SON-01 CAPM Pavement Preservation

DIST-CO-RTE: 04-SON-01

PM/PM: 24.2/30.5

EA: 4Q800

Federal-Aid Project Number: 04190000482

Project Description

The California Department of Transportation (Caltrans) has proposed the SON-01 Capital Maintenance Pavement Preservation Project (Project) to resurface the existing asphalt concrete (AC) pavement and upgrade guardrails along an approximately 6.3 mile stretch along State Route (SR) 1 in Sonoma County from 0.3 miles south of the Russian Gulch Bridge to 2.54 miles south of Fort Ross Road.
For more, see continuation sheet.

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(c).** (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

David J. Moore (acting)

03/25/2024

Print Name

Signature

Date

Project Manager

Alexander Lim

03/25/2024

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)(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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

David J. Moore (acting) Signature Date 03/25/2024

Project Manager/ DLA Engineer

Alexander Lim Signature Date 03/25/2024

Date of Categorical Exclusion Checklist completion (if applicable): 03/21/2024
Date of Environmental Commitment Record or equivalent: 03/21/2024



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Continuation sheet:

Purpose and Need:

The purpose of the Project is to rehabilitate, preserve, and extend the serviceability of the existing pavement and to improve ride quality. Based on the Pavement Condition Survey of this section of the corridor, the pavement exhibits moderate to major distresses and poor ride quality. If this is not addressed, it would continue to deteriorate, and a major roadway rehabilitation would be needed.

Project Description:

The Project proposes to use the cold-in-plane recycling (CIR) strategy. In order to maintain the existing roadway profile elevation, approximately 0.15 feet of the existing asphalt surface of the mainline travel way and shoulders will first be cold planed. Then, the CIR process will mill 0.35 feet of existing asphalt, crush the grinding to gradation, mix the crushed asphalt with a recycling agent and then repave and compact the mix. After the CIR process is completed, the surface will be overlaid with 0.15 feet of rubberized hot mix asphalt (Type G) or hot mixed asphalt.

In addition, approximately 10,560 feet of the existing metal beam guardrail will be upgraded to the Midwest Guardrail System (MGS). This Project will not include any bicycle or pedestrian facilities.

The Project is not anticipated to have any off-pavement ground disturbance except for work on the MGS.

Construction Equipment and schedule:

The equipment that is anticipated to be used for this Project includes but is not limited to: pavement milling machinery, recycle unit, asphalt/emulsion trailers, distributor truck, slurry or spreading equipment for recycling additive, asphalt paver, pickup machine, rollers, water truck, back hoes, excavators, dump trucks, and sweeper truck.

The overall construction period will be approximately 21 months.

Utilities:

Utilities verification will be conducted during the design phase of the project. The Project is not anticipated to require any utility relocations.

Staging & Traffic:

Staging primarily involves lane closures (during off-peak hours with possible night work) with one-way traffic control, flaggers, and pilot cars to direct traffic during the CIR operation. The newly paved roadway can be opened to traffic two or three hours after the CIR process has been completed. Also, there are various existing pullout locations within the Project footprint that can be utilized as staging areas to store and park equipment at the end of each shift, to reduce de-mobilization and mobilization costs. These areas have been frequently used as construction staging areas for previous transportation projects across the corridor.

The final staging areas will be identified in construction; however, the contractor will be required to avoid any areas that will be delineated as environmentally sensitive prior to construction. The contractor will also be required to restore the staging areas to their preconstruction conditions in accordance with Caltrans requirements.

Right of Way:

There are no Right of Way acquisitions or easements anticipated for this Project

The Environmental Commitment Record (ECR) is attached.