

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: (Public Agency) Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415
(Address)

County Clerk

County of: Santa Barbara
1100 Anacapa Street, Hall of Records
Santa Barbara California 93101

Project Title: Wave Overheads Bridge Maintenance Project

Project Applicant: Caltrans District 5

Project Location—Specific:

The project is located within the Caltrans Right-of-Way on the U.S. 101, 0.4 miles south of the U.S. 101/State Route 150 interchange in Santa Barbara County. Wave Overheads Bridge is situated at Caltrans post mile 0.250, adjacent to Rincon Beach County Park and 0.44 miles north of Rincon Point Beach.

Project Location—City: Carpinteria Project Location—County: Santa Barbara County

Description of Nature, Purpose and Beneficiaries of Project:

The nature of this project is to conduct essential maintenance on an existing deteriorated structure. The purpose of this project is to repair the deteriorated bridge deck by repairing the cracks formed on the bridge abutments and wingwalls. Beneficiaries include all users of the US 101 in Santa Barbara County.

Name of Public Agency Approving Project: California Department of Transportation

Name of Person or Agency Carrying Out Project: California Department of Transportation

Exempt Status: (check one)

- Ministerial (Sec. 21080(b)(1); 15268)
- Declared Emergency (Sec. 21080(b)(3); 15269(a))
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
- Categorical Exemption. State type and section number: 1(d). (PRC 21084; 14 CCR 15300 et seq.)
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

This project is categorically exempt under CEQA Class 1(d), which exempts the restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current health and safety standards.

Lead Agency _____ Area Code/Telephone/
Contact Person: Lucas Marsalek Extension: (805) 458-5408

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Laura Riccardelli Digitally signed by Laura Riccardelli
Date: 2024.12.13 14:28:51 -0800 Date: 12/13/24 Title: Environmental Coordinator (signing for Senior)

Signed by:

Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code. Date received for filing at OPR: _____
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.



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

Project Information

Project Name (if applicable): Wave Overhead Bridge Maintenance

DIST-CO-RTE: 05/SB/101

PM/PM: R0.25/R0.26

EA: 05-1P090

Federal-Aid Project Number: 0521000166

Project Description

The project is located on U.S. 101 at Wave Overheads Bridge (No 51-0229R and 51-0229L) in Santa Barbara County. Work on the bridge deck will include; polyester concrete (PCC) overlay, replace bridge seals on roadway adjacent to bridge deck, and grind and continue PCC overlay to conform bridge deck overlay to roadway. Work below the bridge deck will include epoxy injection on cracks in wingwalls, and wingwalls and abutment faces will be treated with silicane. Work will also involve hand digging ~3ft below grade to expose additional area of abutment/wingwall. Restriping may occur on the northbound & southbound lanes. Restriping is limited to existing pavement and may extend up to 1/2 mile in either direction of the bridge. The bridge deck is deteriorating and cracks are forming at the abutment and wingwalls. The purpose of this project is to extend the service life of the Wave Overhead bridge structure. All work will be within approximately 10ft from face of abutment/wingwall and within the state right of way.

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(d).** (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

Jason Wilkinson

Print Name

Signature

6/23/22

Date

Project Manager

David Emerson

Print Name

Signature

6/23/22

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)(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

Jason Wilkinson (Print Name), Jason Wilkinson (Signature), 6/23/22 (Date)

Project Manager/ DLA Engineer

Dave Emerson (Print Name), [Signature] (Signature), 6/23/22 (Date)

Date of Categorical Exclusion Checklist completion (if applicable): June 23, 2022
Date of Environmental Commitment Record or equivalent: June 23, 2022

See continuation sheet for Avoidance and Minimization measures.



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Continuation sheet:

The following measures will further reduce the effects of the project:

Aesthetics:

- 1) Revegetate disturbed areas to the greatest extent possible with permanent erosion control, considering safety and horticultural appropriateness. The revegetation method shall be determined by Caltrans Biology and Landscape Architecture staff.
- 2) Following construction, re-grade and re-contour all new construction access roads, staging areas, and other temporary uses as necessary to match the surrounding topography.

Biological Resources:

- 1) If feasible, bridge work should be scheduled to occur between September 1 and February 15, outside of the typical nesting bird season. If bridge work is proposed within potential nesting habitat during the nesting season (February 15 to September 1), preconstruction nesting bird surveys shall be conducted by a qualified biologist within two weeks prior to the onset of work activities for active nests of birds that are protected under the MBTA.
- 2) If an active bird nest is found within the BSA, a qualified biologist will determine an appropriate buffer based on the habits and needs of the species. The nest area will be avoided until birds are no longer dependent on the nest.
- 3) A Caltrans biologist will conduct pre-construction surveys of the project limits within 14 days prior to construction to ensure staging and storage areas have no impacts to biological resources. A visual survey will be conducted within suitable San Diego woodrat habitat in the BSA to determine the presence or absence of woodrat nests.
- 4) If woodrat nests are located during this survey, the nest(s) will be avoided, and an ESA will be established with a 25-foot buffer around each nest.
- 5) To the extent feasible, project activities requiring grading, mechanized equipment, vehicles, or large crews within the 25-foot protective buffer should only occur during the non-breeding season (October-November) to avoid noise impacts to any breeding woodrats that may occupy the nest from December through September.
- 6) If project activities cannot avoid impacting or removing the nest, then the nest(s) should be dismantled by hand prior to grading or vegetation removal activities. The nest dismantling shall occur during the non-breeding season (October-November) and shall be conducted so that the nest material is removed starting on the side where most impacts will occur and ending on the side where the most habitat will be undisturbed, which will allow for any woodrats in the nest to escape into adjacent undisturbed habitat.
- 7) If young woodrats are encountered during nest dismantling, the dismantling activity should be stopped and the material replaced back on the nest and the nest should be left alone and rechecked in 2-3 weeks to see if the young are out of the nest or capable of being out on their own (as determined by a qualified



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- biologist); once the young can fend for themselves, the nest dismantling can continue.
- 8) To avoid impacts to any adjacent vegetation and wildlife, all staging, equipment, and material storage areas should occur in existing pullouts or at currently paved or disturbed locations.
 - 9) If feasible, bridge work should be scheduled to occur between September 1 and February 15, outside of the typical roosting bat season. If bridge work is proposed within potential roosting habitat during the roosting season (January 31 to October 1), preconstruction roosting bat surveys shall be conducted by a qualified biologist within two weeks prior to the onset of work activities.\
 - 10) If roosting bats are discovered in mud nests on the project bridges, the Resident Engineer shall immediately contact the project biologist on how to proceed. The biologist will coordinate with CDFW if necessary
 - 11) All new excavation and vegetation removal shall be monitored by a Caltrans approved Biologist. The Biologist shall be on site and monitoring during all initial ground-disturbing activities, including vegetation removal.
 - 12) California legless lizards and coast patch-nosed snakes discovered during monitoring shall be captured and relocated by the Caltrans approved Biologist to suitable habitat outside of the API.
 - 13) During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.
 - 14) When practicable, invasive exotic plants in the project site shall be removed and properly disposed. All vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If soil from weedy areas must be removed off-site, the top six inches of soil containing the seed layer in areas with weedy species shall be disposed of at a landfill.
 - 15) If necessary, wash stations onsite shall be established for construction equipment under the guidance of Caltrans in order to avoid/minimize the spread of invasive plants and/or seed within the construction area.