



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

Project Information

Project Name (if applicable): HAWK Beacon System SR 108

DIST-CO-RTE: 10-STA-108

PM/PM: 37.425

EA: 10-1T100

Federal-Aid Project Number: 1024000175

Project Description

This safety project proposes to install a Pedestrian Hybrid Flashing Beacon at the intersection of SR 108 and Stanislaus Ave/South Wood Ave in Oakdale CA.

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. (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

Jon Coley

10/10/24

Print Name

Signature

Date

Project Manager

Mohamed Khairan

10/15/2024

Print Name

Signature

Date



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Caltrans NEPA Determination (Check one)

[X] 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)()

[] 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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

N/A

Print Name

Signature

Date

Project Manager/ DLA Engineer

N/A

Print Name

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): n/a

Date of Environmental Commitment Record or equivalent: 10/10/24

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:

General

Under the California Environmental Quality Act, the proposed work is exempted under the Common Sense Exemption.

Project Description

This safety project proposes to install a Pedestrian Hybrid Flashing Beacon the intersection of State Route 108 and Stanislaus Ave/South Wood Ave in the city of Oakdale in Stanislaus County.

Findings

Water

The proposed project is not expected to result in water quality impacts. There are some potential short-term impacts that could occur due to accidental spills or poor management of handling hazardous materials, fuels, and other potential chemicals used during construction activities. These possible risks should be anticipated and addressed in the Design and Construction phase of the project. Appropriate Best Management Practices should be selected and implemented per the Project planning and Design Guide. Before project initiation, the Caltrans Stormwater Unit should be consulted to identify the applicable Best Management Practices for stormwater concerns.

If the project disturbs one acre or more of soil, the following requirements would be required:

1. A Notification of Intent (NOI) is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days before the start of construction.
2. A Stormwater Pollution Prevention Plan (SWPPP) is to be prepared and implemented during construction to the satisfaction of the Resident Engineer.
3. A Notice of Termination (NOT) shall be submitted to the Regional Board upon completion of construction and site stabilization. A project will be considered complete when the criteria for final stabilization in the Construction General Permit are met.

Visual

There are no visual resources that would be impacted. It is recommended that the crosswalk mimic the existing school crosswalk and include the bike lane striping if possible.

Paleontology

Paleontological resources will unlikely be encountered during construction.

Noise

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No adverse noise impacts from construction are anticipated because construction would be conducted in rural setting and in accordance with Caltrans Standard Specifications Section 14-8.

Biology

Based on the scope and description of the proposed project, no state or federally listed species; designated critical habitat; state or federally recognized sensitive habitats, or potential waters of the U.S. associated with this geographic region will be impacted or affected by the proposed project. This project will have no effect since there are no watercourses within the project area. Additionally, Army Corps of Engineer, California Department of Fish and Wildlife, U.S Fish and Wildlife Service, or Regional Water Quality Board permits will not be required for the proposed project.

With the implementation of Caltrans 2022 Standard Specification 14-6.03B (Bird Protection) or similar provisions, the proposed construction activities proposed for the project are not expected to result in the “take” (as defined by the MBTA or as defined by California Fish and Game Code) of any migratory birds, raptors, or their active nests.

- For work that is scheduled for between February 1st and September 30th, a nesting migratory bird/nesting raptor survey would be performed 14 days before the proposed start date of any construction-related activities. Construction work would be approved if a survey of the job site within the 14 days before the proposed start of the construction activity shows an absence of nesting birds.
- If activities fail to commence within 14 days, or if there is a halt to the activities with a delay of more than 14 days, another nesting migratory bird/nesting raptor survey must be performed before construction activities can recommence.
- If tree removal work is scheduled for between February 1st and September 30th, a nesting migratory bird/nesting raptor survey would be performed 14 days before the proposed start date of any tree removal activities.

If nesting migratory birds or raptors are found during the preconstruction survey or during construction activities, the following Environmentally Sensitive Area (ESA) buffers will be required in accordance with Measure 14-06.03B (Bird Protection) of the Caltrans 2022 Standard Specification and/or Special Provisions:

- If any active migratory bird nest is observed, a 100-foot ESA buffer must be implemented and avoided until the young have fledged or a qualified biologist determines that construction may proceed.



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- If an active raptor nest is observed, a 300-foot ESA buffer must be implemented and avoided around the nest until the young have fledged or a qualified biologist determines that construction may proceed.
- If an active tricolored bird nest is observed, a 250-foot ESA buffer must be implemented and avoided around the nest until the young have fledged or a qualified biologist determines that construction may proceed.

Pre-Construction and Construction- California Tiger Salamander
Measures developed by the U.S. Fish and Wildlife Service will be implemented to avoid and minimize the effects to the California tiger salamander:

- If a California tiger salamander is detected, work near the species will be suspended and a protective no-work buffer zone will be established, and the California Department of Fish and Wildlife will be immediately notified. Work within the established protective buffer zone would not resume without authorization from the California Dept. of Fish and Wildlife. If a California Tiger Salamander is detected, work near the species will be suspended and a protective no-work buffer zone will be established and the CA Dept. of Fish and Wildlife will be immediately notified.

Hazardous Waste

Two CORTESE sites were identified in the project area. Two gas stations on either side of the crosswalk. TCEs will be required for both properties, the LUST cases associated with both properties were closed following remediation that dropped soil contamination levels below regulatory thresholds. Since there is no ROW acquisition planned and the construction work will be limited to shallow soils, hazardous waste impacts are not anticipated.

Air

This project will generate approx. 39 tons of CO₂ during the 55 working days. This project will generate some pollutants, dust, and odors during construction which could cause occasional annoyance and complaints from residents along State right-of-way. Work will be carried out under Caltrans dust control and air pollution control standards. Caltrans Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 10-5 "Dust Control".

Cultural

There is no potential to affect historical resources, Native American Resources, or Archeological resources.

Stormwater

There are no significant Stormwater impacts anticipated.

Climate Change



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The Environmental Division has evaluated this non-capacity increasing project for GHG emissions and other climate change impacts. It has determined that the project would not cause a significant impact on GHG emissions because this type of project, installation of pedestrian safety devices, is known to not increase vehicle traffic and so will not increase greenhouse gas emissions according to the Air Memo. The following GHG reduction measures should be implemented during construction to reduce greenhouse gas emissions:

- Limit Idling of vehicles to no more than 5 mins
- Reduce Construction Waste
- Schedule truck trips outside of peak morning and evening commute hours