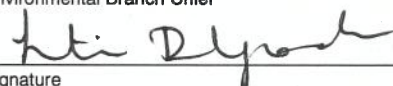
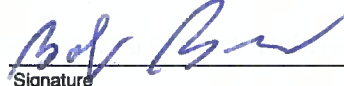

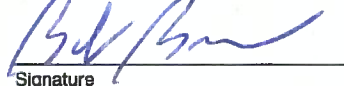


CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

12-ORA-1	PM 22.1/29.9	0R830 (1219000045)	Federal-Aid Project No. N/A
PROJECT DESCRIPTION			
<p>This Minor B project is proposing operational improvements consisting of improvement to the non-daylight conditions by adding lighting at 5 intersections on State Route 1 (SR-1) and the intersections of Brookhurst Street, Magnolia Street, Newland Street, 1st Street, and Warner Avenue, City of Huntington Beach in Orange County. Project work activities include approximately six (6) Cone Penetration Testing locations for geotechnical purposes, potholing, removal of thermoplastic striping, modification of existing signals, ADA adjustment, thermoplastic striping, signage, clearing and grubbing, temporary K railing, pavement removal and replacement, and electrical work. The purpose of the project is to improve non-daylight conditions at these five intersections by adding lighting. The need is due to various intersections along SR-1 that are not illuminated in a consistent manner. The total Disturbed Soil Area (DSA) is less than 1 acre. This project is State and Federally funded. All work will occur within Caltrans right of way. No new right of way is anticipated.</p>			
CALTRANS CEQA DETERMINATION (Check one)			
<input type="checkbox"/> Not Applicable – Caltrans is not the CEQA Lead Agency		<input type="checkbox"/> Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA	
Based on an examination of this proposal, supporting information, and the above statements, the project is:			
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)		<input checked="" type="checkbox"/> Categorically Exempt. Class 1d. (PRC 21084; 14 CCR 15300 et seq.)	
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:			
<ul style="list-style-type: none"> • If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law. • There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time. • There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. • This project does not damage a scenic resource within an officially designated state scenic highway. • This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List"). • This project does not cause a substantial adverse change in the significance of a historical resource. 			
<input type="checkbox"/> Exempt by General Rule. [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].)]			
SMITA DESHPANDE Print Name: Senior Environmental Planner or Environmental Branch Chief		BOB BAZARGAN Print Name: Project Manager	
 Signature	8/16/19 Date	 Signature	8/16/19 Date
NEPA COMPLIANCE			
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:			
<ul style="list-style-type: none"> • does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and • has considered unusual circumstances pursuant to 23 CFR 771.117(b). 			
CALTRANS NEPA DETERMINATION (Check one)			
<input checked="" type="checkbox"/> 23 USC 326: The State 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 the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:			
<input checked="" type="checkbox"/> 23 CFR 771.117(c): activity (c)(26)			
<input type="checkbox"/> 23 CFR 771.117(d): activity (d)()			
<input type="checkbox"/> Activity 2_ listed in Appendix A of the MOU between FHWA and the State			
<input type="checkbox"/> 23 USC 327: Based on an examination of this proposal and supporting information, the State 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.			
SMITA DESHPANDE Print Name: Senior Environmental Planner or Environmental Branch Chief		BOB BAZARGAN Print Name: Project Manager/DLA Engineer	
 Signature	8/16/19 Date	 Signature	8/16/19 Date
Date Categorical Exclusion Checklist completion: 8/14/19		Date of ECR: 8/14/19	

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

12-ORA-1

PM 22.1/29.9

0R830 (1219000045)

Federal-Aid Project No. N/A

Continued from page 1:

Each project alternative includes, as applicable, the following standardized features that are included as part of the project description (<http://www.dot.ca.gov/des/oe/construction-contract-standards.html>) Standardized features (such as Best Management Practices [BMPs]) are those features that are generally applied to most or all Department projects. These standardized or pre-existing features allow little discretion regarding their implementation and are not specific to the circumstances of a particular project. More information on each feature can be found in the applicable environmental consequences sub-sections of Chapter 2.

No significant environmental consequences are anticipated with the proposed project. In addition to the measures related to construction noise, air pollution control, water pollution control, erosion, cultural resources, biological resources, and any subsequent requirements as given in the Caltrans Standard Specifications, the following conditions are required:

- 1) The project lies within the coastal zone. Construction or maintenance activities shall not commence until a coastal permit exclusion determination or coastal development permit has been obtained from the California Coastal Commission and/or Certified Local Coastal Program agency(s) that hold jurisdiction. This should be completed during the PS&E phase for delivery projects.
- 2) Construction must be completed between Labor Day weekend and Memorial Day weekend to avoid impacts to coastal access during the high tourist season (Construction work should be performed during the "off" months and not during the busy (summer) season).
- 3) Equipment/materials shall not be stored outside of paved areas.
- 4) An Aerially Deposited Lead (ADL) investigation needs to be done during early phase of Design. The PE should send a request to Environmental Engineering during early Design.

Governor's Office of Planning & Research

OCT 02 2019

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