

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

08-SBD-15	R23.5-R29.1	EA 08-1H3510 PN 0818000107	N/A
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

The project involves culvert work, culvert lining, invert paving, drainage and ground disturbance, equipment staging, and driving/parking off pavement. The culvert located on Route 15 at PM 28.60 needs repairs and preventative maintenance to extend its service life. 55 culvert markers located between PM R23.5/R29.1 will be installed to locate particular culverts more easily. All work will be performed within existing State right of way.

(Additional information on attached Continuation Sheets)

CALTRANS CEQA DETERMINATION (Check one)

- Not Applicable – Caltrans is not the CEQA Lead Agency** **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:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
 Categorically Exempt. Class 1(d). (PRC 21084; 14 CCR 15300 et seq.)

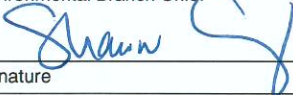
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- 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.

- 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].)]

Shawn Oriaz

Print Name: Senior Environmental Planner or Environmental Branch Chief


Signature

Mike Ristic

Print Name: Project Manager

 
Signature Date

06/20/2019
Date

6/20/19
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:

- 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)


- 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:

- 23 CFR 771.117(c): activity (c)** ()
 23 CFR 771.117(d): activity (d) ()
 Activity 2 listed in Appendix A of the MOU between FHWA and the State

- 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.

Shawn Oriaz

Print Name: Senior Environmental Planner or Environmental Branch Chief


Signature

Mike Ristic

Print Name: Project Manager/DLA Engineer

 
Signature Date

06/20/2019
Date

6/20/19
Date

Date of Categorical Exclusion Checklist completion: 4/2/2019 Date of ECR or equivalent : 4/3/2019

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

This project is a maintenance project, under the 80.251/ HM2 program for delivery in the 2019 fiscal year. The total estimated cost is \$500,000. There is no FTIP project description for this project. The project location is 0.5 miles North of Oak Hill Road Overcrossing. The description of work is "Culvert Lining and Invert Paving", which consists of excavating a maximum of 8 feet below grade at each end of a 290'x48" culvert to access the couplings and replace the culvert lining, and backfilling eroded soil with slurry-cement along 946 feet of culvert under Oak Hill Road.

Table 1 – Locations of Culvert Construction

Loc No.	PM	SIZE	TYPE	DESCRIPTION
1	R28.60	24", 48"	CMP	SPIRAL, CIPP, CEMENT

Table 2 – Locations of Pavement Marker Installations

Northbound			Southbound		
Location No.	Post Mile	Quantity	Location No.	Post Mile	Quantity
1	23.60	2	27	23.74	2
2	23.73	2	28	23.78	2
3	23.87	2	29	24.20	2
4	23.94	2	30	24.23	2
5	24.00	2	31	24.48	2
6	24.18	2	32	24.59	2
7	24.30	2	33	24.68	2
8	24.35	2	34	24.78	2
9	24.47	2	35	25.00	2
10	24.58	2	36	25.16	2
11	24.60	2	37	25.38	2
12	24.76	2	38	25.46	2
13	24.81	2	39	25.60	2
14	24.89	2	40	25.70	2
15	24.96	2	41	25.77	2
16	25.00	2	42	25.91	2
17	25.09	2	43	26.10	2
18	25.28	2	44	26.15	2
19	25.46	2	45	26.24	2
20	25.63	2	46	26.35	2
21	25.74	2	47	26.37	2
22	26.06	2	48	26.40	2
23	26.08	2	49	26.41	2
24	26.41	2	50	26.53	2
25	28.55	1	51	26.51	2
26	28.70	1	52	26.57	2
			53	26.45	2
			54	28.60	1
			55	28.70	1

Land Use

The project is located just southwest of Hesperia on Interstate Route 15. The City of Hesperia General Plan designates the portion of the project vicinity which lies within city limits as General Commercial (0.0-1.0 FAR), with nearby Rural Residential 1 and 2 ½ (0.0-1.0 du/ac). The unincorporated areas in the project vicinity surrounding Rte-15 are designated as Resource Conservation by the County of San Bernardino Land Use Plan. All project work will occur in the State right of way, therefore no land use changes will occur.

Coastal Zone

Project is not located within a coastal zone.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Wild and Scenic Rivers

There are no wild or scenic rivers within the project limits.

Parks and Recreational Facilities

The project is located within the Oak Hills Resource Conservation Area and partially overlaps the Hesperia Recreation and Parks District's sphere of influence. There are no formal trails through the project area. The project area is not located in any San Bernardino County Regional Parks. All project work will occur in the State right of way and would not interfere with recreational activities.

Farmlands/Timberlands

There are no designated timberlands or farmlands within the project limits.

Growth

The project involves work on culverts and culvert markers. The project will not increase capacity and is therefore not anticipated to influence growth.

Community Impacts

The project will be constructed entirely within existing State right of way. No relocations and/or real property acquisitions are necessary. No minority or low-income populations that would be adversely affected by the project have been identified above. Therefore, this project is not subject to the provisions of Executive Order 12898. The area surrounding the project is characterized by local land use plans as resource conservation areas, rural living, and general commercial.

Utilities/Emergency Services

No utility relocations are anticipated for the project. There are no hospitals, fire stations, or police stations within 1 mile of the project limits. The project is to repair culverts and replace culvert markers and does not require any road closures or detours. The project is not anticipated to impact emergency services.

Traffic and Transportation/Pedestrian and Bicycle Facilities

According to the I-15 Transportation Concept Report (September 2012) pedestrians and bicycles are permitted on freeway shoulders within the project area. The project involves culvert work off the roadway and is not anticipated to have traffic and transportation/pedestrian and bicycle facilities impacts.

Visual/Aesthetics

The I-15 Transportation Concept Report does not designate Route I-15 a scenic highway. Additionally, the project consists of maintenance activities on preexisting culverts and will not be adding or removing visual elements. The project is not anticipated to impact visual/aesthetic resources.

Cultural Resources

A Cultural Resources Compliance Memorandum was approved on October 31, 2017. In conjunction with the provisions of Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA). Caltrans determined that the project has no potential to affect historic properties eligible for or listed on the National Register of Historic Places. The project falls under Class 9, "Storm damage repairs, such as culvert clearing or repair, disposal or stockpile locations, shoulder reconstruction, or slide or debris removal," and Class 11, "Modification of existing features, such as slopes, ditches, curbs, sidewalks, driveways, dikes, or headwalls, within or adjacent to the right of way." The project is exempt from further review, no additional archaeological or built environment studies are required at this time, and the Section 106 compliance process, CEQA cultural resources component, and PRC 5024 compliance are complete.

CR-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

CR-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909)383-2647 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

Biological Resources

A Natural Environment Study (Minimal Impacts) NES(MI) was approved on March 18, 2019. A field review and literature search were conducted utilizing the USFWS IPaC, CDFW CNDDDB, CNPS database, and List of United State Forest Service Sensitive Species. Based on the field review and database search, Caltrans determined that, in accordance with Section 7 of the Federal Endangered Species Act, the project will have "No Effect" to federally listed special status species or critical habitat. There will also be "no take" of those listed under the California Endangered Species Act. The project is located outside of the National Marine Fisheries Service jurisdiction.

BIO-1: Equipment Staging: Equipment, vehicles, and materials staged and stored in Caltrans right-of-way will be sited in previously paved or previously disturbed areas only and will avoid native vegetation.

BIO-2: Removal of Trash: All trash, food-related items or otherwise, items will be removed daily from the work sites in their entirety and disposed of at an appropriate refuse disposal site. Workers are prohibited from feeding any and all wildlife.

Air Quality

An Air Quality Checklist was completed June 18, 2019, which indicated that the project is exempt from all project-level conformity requirements per Table 1 of the Carbon Monoxide (CO) Protocol (Table 2 of 40 CFR 93.126) under the project type "Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes."

Hazardous Waste/Materials

An Initial Site Assessment (ISA) Checklist was conducted on November 14, 2017. The checklist identifies the project's potential for hazardous waste involvement as "LOW RISK."

HW-1: Earth material containing lead SSP 7-1.02K(6)(j)(iii)

HW-2: Minimal disturbance of contaminated soil SSP 14-11.09A

Noise

The memorandum dated November 1, 2017 confirmed that the project is a Type III project under 23 CFR 772.7. A noise study is not required.

Water Quality and Stormwater Runoff

The Scoping Questionnaire for Water Quality Issues dated November 2017 determined that the receiving water body for this project is Cajon Wash. Cajon Wash is not listed as 303(d) impaired and does not have a Total Maximum Daily Load (TMDL) established. The project will not constitute a significant floodplain encroachment. It will not cause or contribute to a violation of water quality standards or objectives.

Hydrology and Floodplain

A Location Hydraulic Study Form (LHSF) and Summary Floodplain Encroachment Report (SFER) were completed November 2, 2017. The LHSF and SFER, indicated that the level of risk is "Low", and FIRM/FEMA maps indicate that the project is not located within a 100-year base floodplain.

Geology/Soils/Seismicity/Topography

The project area soils are made of a mix of Quaternary alluvium, Pleistocene marine/marine terrace deposits from the Cenozoic era, Pliocene nonmarine sandstone, Miocene Glendora volcanic,

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Jurassic/Cretaceous granodiorite, and the Harold Formation/Shoemaker gravel. According to the CA Department of Conservation, the South Branch of the San Andreas Fault zone is approximately 3 miles from the project area and runs roughly perpendicular to the project limits. This stretch of the San Andreas Fault zone goes approximately 200-300 years between ground rupturing earthquakes, and the most recent such event was recorded by Spanish missionaries in 1769. Due to the nature of the project work, no geological impacts are anticipated.

Paleontological Resources
It was determined on November 2, 2017, that due to the nature of the project description no paleontological study will be required for this project.

Permits
No permits required for this project.

Please refer to the attached Environmental Commitments Record (ECR) for applicable avoidance and minimization measures.

Changes to the project's scope of work (including any changes necessitated by utilities), limits, construction strategy and/or staging and storage requirements, and/or the timeframe of construction, as well as Final Design (PS&E) efforts not addressed during preliminary design (PA&ED), will require that the District's Division of Environmental Planning be notified in a timely manner, to determine if performance of an Environmental Re-Evaluation will be required and to otherwise confirm that the environmental documentation for CEQA compliance and NEPA compliance remains valid. Updates to the original Technical Studies, or preparation of new Technical Studies may be required, and/or a new CE/CE Determination Form may need to be completed, and/or an Environmental Document may need to be prepared and approved to document the project's compliance with all applicable CEQA and NEPA requirements.