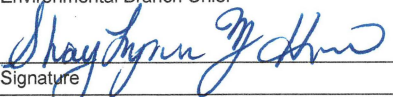
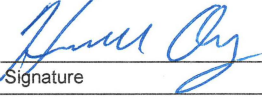


CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

11-SD-5	R56.34/R56.38	3A1951/1119000007	
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.)			
This project is to remove the existing asphalt concrete (AC) and replace it with approach slabs and Portland cement concrete (PCC) slabs. The project site is located on northbound I-5 at the Santa Margarita River Bridge undercrossing (Bridge Number 57 007R), just north of Oceanside, CA. The existing AC has severe cracking and degradation, and this proposed project will extend the life of the pavement. There will be no staging area, and the material and equipment will have to be brought to the location. The type of equipment will include an excavator to remove the AC in the main lanes, compacting equipment to grade the area, small hand vibratory equipment, and a concrete truck to place the concrete in place.			
CALTRANS CEQA DETERMINATION			
<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 1(c). (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].)]			
Shay Lynn M. Harrison Print Name: Senior Environmental Planner or Environmental Branch Chief		Harwell Ontoy Print Name: Project Manager	
 Signature		 Signature	
12/20/19 Date		12/20/2019 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			
<input 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 type="checkbox"/> 23 CFR 771.117(c): activity (c)(26)			
<input type="checkbox"/> 23 CFR 771.117(d): activity (d)()			
<input type="checkbox"/> Activity ___ 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.			
N/A Print Name: Senior Environmental Planner or Environmental Branch Chief		N/A Print Name: Project Manager/DLA Engineer	
Signature		Signature	
Date		Date	
Date of Categorical Exclusion Checklist completion:		Date of ECR or equivalent: 12/20/2019	

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation Sheet

11-SD-5	R56.34/R56.38	3A1951/1119000007	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

Please see the Environmental Commitments Record (ECR) for the total commitments regarding this project, which include commitments for Stormwater/NPDES, and Hazardous Waste/Materials.

STORMWATER/NPDES

This project will be designed in conformance with the NPDES Permit Order 2012-0011-DWQ and Appendix E of the Caltrans Project Planning and Design Guide (PPDG). The Project Engineer needs to determine whether a Short Form Storm Water Data Report (SWDR) or a Long Form SWDR shall be prepared for the project. The Disturbed Soil Area (DSA) under or over one acre would determine whether a Water Pollution Control Program (WPCP) or a Stormwater Pollution Prevention Plan (SWPPP) is required prior to the start of construction.

HAZARDOUS WASTE/MATERIALS

Asphalt Waste

Asphalt waste may be recycled for reuse or disposed of at an appropriate commercial facility. If the contractor proposes to use a non-commercial disposal site, a Contractor-Property Owner Agreement shall be completed and placement of asphalt grindings shall be in accordance with, but not limited to:

- Local Ordinance – Grading permits for the placement, filling, excavation, storage or disposal of soil or earthen material.
- California Fish and Game Code (Section 1602) – “Lake or Stream Bed Alteration Agreement” – A permit required prior to the placement of material in a location where it can pass into waters of the state, directly or indirectly through causes such as erosion or maintenance.
- California Fish and Game Code (Section 5650) – A prohibition against the deposition of petroleum products (including asphalt), or any material deleterious to fish, plants, or birds where it can pass into the waters of the state.
- Federal Clean Water Act (Section 301 and 402), “General Permit for Discharges of Storm Water Associated with Construction Activity” – A permit is required prior to soil disturbance of an area of one acre or more.
- Federal Clean Water Act (Section 404), “Permit for Discharge of Dredged or Fill Material” – A permit from the United States Army Corps of Engineers may be required for discharge of fill material into waters of the United States including wetlands.

Resident Engineer should consult with Environmental Engineering unit before allowing the contractor to use a non-commercial disposal site.

Thermoplastic, traffic stripe, and/or pavement marking

It is anticipated that traffic stripes and pavement markings will be removed with removal of the existing asphalt concrete pavement. Residue from asphalt waste will contain non-hazardous concentrations of lead. Therefore, *SSP 36-4 Residue Containing Lead from Paint and Thermoplastic* must be followed. A lead compliance plan (LCP), prepared by a certified industrial hygienist (CIH), must be prepared and implemented for all workers managing this material.

Lead Compliance Plan (LCP) (SSP 7-1.02K(6)(j)(iii))

An LCP, as described under standard specification 7-1.02K(6)(j)(ii) and prepared by a certified industrial hygienist (CIH), is required and must be provided by the Contractor and implemented for all workers handling hazardous or non-hazardous soil as well as removal/application of any hazardous or non-hazardous lead-based paint, thermoplastic, painted traffic stripe, and/or pavement marking (Bid Item 070030). Regulations containing specific Cal/OSHA requirements when working with lead include 8 CA Code of Regs § 1532.1. The plan must:

1. Document the compliance program to prevent or minimize worker exposure to lead.
2. Include items listed in 8 CA Code of Regs § 1532.1(e)(2)(B).
3. Be sealed and signed by a CIH with knowledge of and experience complying with 8 CA Code of Regs.

Allow 7 days for review. Obtain authorization for the plan before starting any activity that presents the potential for lead exposure.

The Contractor is responsible for identifying the appropriate permitted landfill to receive excavated material and for all associated trucking and disposal costs, including any additional sampling and analysis required by the receiving landfill.