

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

05-VAR-VAR	VAR	05-1K860	0519000033
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.)

Caltrans proposes to install centerline and edge line rumble strip on Highways 1, 68, and 156 in Monterey County (see second page for location). The purpose of this Safety project is to reduce the number and severity of roadway departure collisions. The proposed highway segments have experienced a history of run-off-the-road collisions as identified in the FHWA California Roadway Departure Safety Implementation Plan (RDSIP). All work will occur on existing pavement within the right of way. Rumble strips will be ground into existing asphalt concrete surfaces. Edge line rumble strip will only be installed in areas where the outside paved shoulder is a minimum of five feet to the right of the rumble strip.

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:

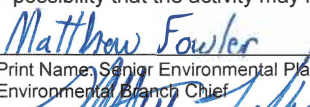
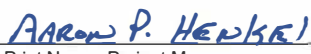

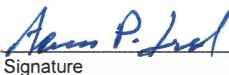
☐ Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

☒ **Categorically Exempt. Class 1.** (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].)]

 Print Name: Senior Environmental Planner or Environmental Branch Chief	 Print Name: Project Manager
 Signature	 Signature
5/21/19 Date	5/30/19 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)

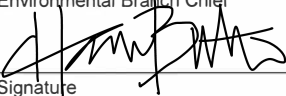

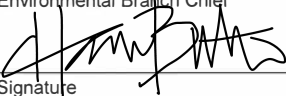

☒ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under 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)(27)

☐ 23 CFR 771.117(d): activity (d)()

☐ Activity ___ 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.

Hannah Butler (Acting for Matt Fowler)  Print Name: Senior Environmental Planner or Environmental Branch Chief	 Print Name: Project Manager/DLA Engineer
 Signature	 Signature
4/23/2020 Date	5/30/19 Date

Date of Categorical Exclusion Checklist completion: _____ Date of ECR or equivalent : 5/21/19

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

05-VAR-VAR **VAR** **05-1K860** **0519000033**
 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:

Route	Post Mile
1	74.80-78.13, 84.99-99.86, 100.76-101.99
68	10.77-19.97
156	0.17-5.02

Avoidance and Minimization Measures:

Hazardous Waste:

- If yellow thermoplastic or traffic stripe is going to be removed it will need to be managed differently depending on its age. If the stripe is to be removed as part of a cold plane or grinding operation where the stripe is being removed with the asphalt concrete, use SSP 36-4. If the stripe is removed by itself, use SSP 84-9.03 C.

Noise:

- Each internal combustion engine, used for any purpose on the job, or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.
- Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office posts notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.
- Shield especially loud pieces of stationary construction equipment;
- Locate portable generators, air compressors, etc. away from sensitive noise receptors;
- Limit grouping major pieces of equipment operating in one area to the greatest extent feasible;
- Place heavily trafficked areas such as the maintenance yard, equipment, tool, and other construction-oriented operations in locations that would be the least disruptive to surrounding sensitive noise receptors;
- Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer; and,
- Consult District noise staff if complaints are received during the construction process.

Biology:

- If tree trimming and/or removal becomes necessary, it would need to be timed to avoid the bird nesting season (February 1 to September 30), if feasible. If it is not feasible, then nesting bird surveys by a qualified biologist would need to be conducted prior to tree trimming and/or removal with implementation of exclusion zones to avoid active nests, if necessary.
- To avoid impacts to adjacent native vegetation and wildlife, all staging and equipment and material storage areas shall occur in existing pullouts or at currently paved locations.