

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

10/SJ/4 Dist.-Co.-Rte. (or Local Agency)	R16.0-R19.4 P.M./P.M.	10-1F180 E.A/Project No.	1016000077 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 California Department of Transportation (Caltrans) is proposing to install ramp metering in the City of Stockton in San Joaquin County at the following onramp locations: South Center Street (Westbound), El Dorado St (Eastbound), South Stanislaus Street (Westbound and Eastbound), South Wilson Way (Westbound), East Lafayette Street (Eastbound), Filbert Street (Westbound and Eastbound) located along State Route 4 (SR-4) between Interstate I-5 and SR 99. The purpose of this project is to reduce traffic congestion and improve traffic flow on SR-4 during AM and PM peak (rush) hours. The project is needed due to an increase in traffic volume on SR-4, which serves commuter traffic within the city of Stockton and interregional commuters to and from the Bay Area. Because SR-4 is a heavily traveled route, congestion develops during AM and PM peak (rush) hours. (continued)

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 3 (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].)]

C. Scott Guidi Print Name: Senior Environmental Planner or Environmental Branch Chief  Signature	Parisa Lodge Print Name: Project Manager  Signature
1/13/20 Date	1/13/20 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.

C. Scott Guidi Print Name: Senior Environmental Planner or Environmental Branch Chief  Signature	Parisa Lodge Print Name: Project Manager/DLA Engineer  Signature
1/13/20 Date	1/13/20 Date

Date of Categorical Exclusion Checklist completion: 12/30/19 Date of ECR or equivalent : 12/23/2020

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Continued from page 1:

Project work includes two bridge widenings at South Madison St undercrossing and South Airport Way undercrossing, three ramp viaducts widenings at El Dorado St, South Stanislaus St, retaining walls and road widening to accommodate two mixed flow multipurpose lanes, California Highway Patrol area and Maintenance Vehicle Pullout area at all the eight onramp locations. The ramp metering systems will include Traffic Monitoring Stations and Closed Circuit Television cameras; the proposal also includes an installation of inductive loop detectors on local streets for the City of Stockton to operate traffic signals and minimize traffic impacts. Construction permits would be needed for work outside of Caltrans' Right of Way.

General

Under the California Environmental Quality Act (CEQA), this project is Categorical Exempt and under the National Environmental Policy Act (NEPA) it is Categorical Excluded unless: 1.) the scope of the project changes to include additional activities and areas; 2.) there is an unforeseen discovery of sensitive cultural resources.

1. Air Quality

According to Transportation Conformity Rule 40 CFR Section 93.126, Table 2: Projects that correct, improve, or elimination of hazardous feature or location, this project is exempt from all emission analysis. The project is not expected to cause any operational effects on air pollutants. Operational CO2 emissions generated from passenger vehicles were not estimated because the project purpose is not capacity increasing or congestion relief.

During construction Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction:

- Section 14-9.02 Air Pollution Control and Section 10-5 Dust Control

2. Biology

Caltrans has determined the proposed project would have no effect on any state or federal threatened or endangered species. The project is also outside National Marine Fisheries Service jurisdiction. 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 as long as the description of the proposed project as described in the project description remains unchanged. Additionally, Army Corps of Engineers, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or Regional Water Quality Control Board permits will not be required for the proposed project.

Agricultural fields, mature trees, and large shrubs, which may provide nesting habitat for migratory birds, were observed within and adjacent to the project's limits. Species Protection Standard Special Provision shall be included in the construction contract. A preconstruction survey for migratory birds and raptors will be required seven to fourteen days prior to start of construction, construction activities occur the migratory bird nesting season (February 1- September 30).

If migratory bird or raptors are found within or to a work area during construction activities, the following Environmentally Sensitive Area buffers will be required:

- If any migratory bird nest is observed, a 100-foot Environmentally Sensitive Buffer must be implemented and avoided until the young have fledged or a qualified biologist determines that construction may proceed.
- If an active tricolored blackbird nest is observed, a 250-foot Environmentally Sensitive Area buffer must be implemented and avoided around the nest until the young have fledged or a qualified biologist determined that construction may proceed.
- If an active burrowing owl burrow is observed, 165-foot Environmentally Sensitive Buffer (for September 1 – January 31 due to non-breeding season) and 250-foot (for February -August 31 due to breeding season) must be implemented and avoided around the nest until the young have fledged or a qualified biologist determined that construction may proceed.
- If an active raptor nest is observed, a 300-foot Environmentally Sensitive Area 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 Swainson's hawk nest is observed, a 600-foot Environmentally Sensitive Area buffer must be implemented and avoided around the nest until the young have fledged or a qualified biologist determines that construction may proceed.

3. Cultural

As currently planned, the proposed project has no potential to affect any archaeological or built-environmental historical resources or historic properties.

4. Floodplains

The project is not located within a 100- year base floodplain.

5. Hazardous Waste

Leaking Underground Storage Tanks

Within the eight project locations, there are several open and closed Leaking Underground Storage Tank cases adjacent to the project area:

- South Center Street (Westbound)
 - Stockton Police Department
 - Chevron Gas Station
 - Greyhound Lines Inc.
- South Stanislaus Street (Westbound)

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation Sheet

10/SJ/4	R16.0-R19.4	10-1F180	1016000077
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

- Goodwill Industries
- South Wilson Way (Westbound)
 - Top Filling Station
 - Roek Construction
 - ARCO Gas Station
- East Lafayette Street (Eastbound)
 - California Water Service
- Filbert Street (Westbound)
 - Del Monte Disco

Project work will require trenching to approximate depths of 30" for electrical conduit, 18" for electrical pull boxes, and 6' for Type 1-D pole foundation, which may create excess soils. Due to the proximity of the LUST sites to the trenching locations, a project specific survey for petroleum hydrocarbons and title-22 constituents is required prior to construction activities.

Aerially Deposited Lead

Aerially Deposited Lead is known to occur in the unpaved areas adjacent to highways. There is a potential to encounter Aerially Deposited Lead impacted soil during project construction. A project specific Aerially Deposited Lead soil survey shall be conducted at each of the ramp locations prior to construction activities.

Asbestos Containing Material

Asbestos Containing Materials are known to occurring bridge baring pad, shims, mastic, material, and/or concrete. The scope of work for this project will require widening of three existing bridges; therefore, a project specific survey for Asbestos Containing Material shall be conducted prior to construction activities.

Lead Based Paint

Painted surfaces such as girders, graffiti abatement, and traffic striping may be present on bridges 29-0239F, 29-300L, and 29-0269. A project specific survey for lead based paint shall be conducted prior to construction activities.

6. Noise Quality

The area surrounding the proposed project limits is urban. Sensitive receptors (residential units) that may be affected by construction noise are currently shielded by existing sound walls from PM 17.75 to PM 19.40. The following Caltrans Standard Specification should be implemented to minimize noise and vibration disturbances at sensitive receptors during periods of construction:

- 14-8.02 Noise Control, control and monitor noise resulting from work activities.

Implementing the following measures would minimize the temporary noise impacts from construction:

- All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.
- Use construction methods/equipment that will provide the lowest level of noise and ground vibration impact, such as alternative low-pile installation methods.
- Turn off idling equipment when not in use.

As directed by Caltrans, the contractor will implement appropriate additional noise mitigation measures. This may include changing the location of stationary construction equipment, rescheduling construction activity, and notifying adjacent residents in advance of construction work. Additional measures include implementation of construction noise and/or vibration monitoring program, and installing acoustic barriers around stationary construction noise sources, to maintain relatively uniform noise levels, and avoid impulsive noises.

7. Paleontology

The project location is noted to have a low sensitivity for paleontological resources. Furthermore, the excavation would occur on fill or highly disturbed areas in an urban setting. Therefore, the likelihood of encountering significant paleontological resources is considered minimal.

8. Water Quality

In the design phase, plans need to ensure that there will be no detrimental discharges into any bodies of water. In the construction phase, the contractor shall exercise every reasonable precaution, as stated in the Caltrans Standard Specifications Section 13-1.01, to eliminate potential negative effects to water quality during construction.

Before project initiation, the Caltrans' Stormwater Unit should be consulted to identify the applicable Best Management Practices for stormwater concerns. If potential water quality impacts are correctly identified and mitigated through Best Management Practices, then the potential for adverse effects on surface or groundwater quality would be eliminated.