CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

04-SF-35
PM 2.0/3.2
04-3J3100-0415000130
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 is a repaving project to preserve and extend the life of the existing pavement and improve conditions for users. Within the project limits, it is proposed: (a) to repave the northbound and southbound lanes of Route 35 (Sloat Blvd.) to preserve and extend the life of the existing pavement and improve ride quality; (b) to reconstruct 62 curb ramps and 8 passageways to make them compliant to current American with Disabilities Act (ADA) standards; (c) to reconstruct 7 driveways and sidewalk sections; and (d) to upgrade 19 drainage inlets (DI) and relocate 10 of them. All work is located within the Caltrans right-of-way.

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

- 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 § 65992.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION

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

☐ Categorically Exempt. Class 1(c). (PRC 21084; 14 CCR 15300 et seq.)

☐ Categorically Exempt. General Rule 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 (CCR 15061[b][3]).)

Yolanda Rivas
Print Name: Environmental Branch Chief
Signature: Date: 2/11/16

Joon Kang
Print Name: Project Manager/DA Engineer
Signature: Date: 2/12/16

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

☐ 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 environmental assessment or environmental impact statement 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 06/07/2013, 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)(6)
☐ 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 CE under 23 USC 327.

Yolanda Rivas
Print Name: Environmental Branch Chief
Signature: Date: 2/11/16

Joon Kang
Print Name: Project Manager/DA Engineer
Signature: Date: 2/12/16

Date of Categorical Exclusion Checklist completion: 2/11/16 Date of ECR or equivalent: 2/11/16

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

February 12, 2014

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This Capital Preventive Maintenance (CAPM) project proposes to rehabilitate Route 35 within the post miles 2.0 and 3.2 by cold planing to a depth of 0.25' the existing asphalt concrete (AC) pavement from 36' to 48' width of each traffic direction and replacing it with 0.25' depth of Hot Mix Asphalt (Type A). Some failed AC pavement sections will be repaired by removing 0.5' depth of AC pavement and replacing it with 0.5' depth of HMA (Type A).

The pavement area that will be rehabilitated is saw cut at the perimeters before proceeding with the cold planing. During the cold planing and HMA (Type A) paving processes, the cold planer, on-highway truck, asphalt paver and roller will be used. For the failed AC pavement, the sections are saw cut at the edge, the AC is broken into smaller manageable pieces and then the sections are paved with HMA (Type A). Equipment that will be used for these processes are: the motor grader, excavator, dozer, on-highway truck, asphalt paver and roller.

To upgrade the existing curb ramps to current ADA standards, the existing sidewalk will be separated by a saw cut from the existing non-standard curb ramp. The saw cut section is then removed with a jack hammer and the broken pieces are picked on and shoveled for removal. Any debris will be moved out with the use of a shovel, wheelbarrow and/or backhoe and loaded onto a dump truck for disposal. Excavations are 0.5' maximum in depth, and the bottom is compressed at a 90% minimum compaction. After molds are formed, concrete will be poured with the aid of the concrete truck. The surface of new concrete is formed most likely manually to the shape of a standard ADA compliant curb ramp with the use of hand-tools. The 7 driveways and sidewalk due for reconstruction are handled in the same way with the use of same equipment. The new curb, gutter, sidewalk and driveways will match closely the shape, surface texture and color of the existing concrete structures being replaced.

When upgrading a drainage inlet (DI) adjacent a curb ramp, which is also to be upgraded, the existing DI is broken into small, manageable pieces with the use of the sledgehammer and jack hammer. It will be replaced with a new cast-in-place or prefabricated DI with a bicycle proof grate. Where a DI that is both to be upgraded and relocated, the existing underground pipes are reconnected with a new pipe section at the location that was vacated by the old DI if pipes are in one tangent line. A new DI (either cast-in-place or prefabricated) is constructed at the new location and is connected to the existing drainage system with a new pipe and possibly a manhole. Standard Best Management Practices (BMP's) will be implemented.

Environmental Impacts
There are no aerially deposited lead (ADL) or hazardous waste issues, no air quality or noise impacts. There are no impacts to archaeological or historic architecture resources studies. The project will have no impacts to any federal or state special-status species or aquatic resources. The project will not result in any discharge of fill to jurisdictional waters of the U.S. or State. No permits are required. Additional studies may be required if project plans change.

Environmental Conditions
No mitigation is required for the proposed project. The following measures shall be incorporated into the build package:

Cultural Resources
If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the kind.

Visual Resources
Any trimming of trees or shrubs necessary for project construction shall be kept to the minimum necessary. In accordance with Caltrans Policies, landscaping and other vegetation as well as irrigation systems that are damaged or removed during construction of the project shall be replaced or repaired. All disturbed ground surfaces shall be restored.

Biological Resources
All work will be restricted to existing pavement and adjacent landscaped areas. If the project is modified and construction is anticipated to occur off the existing pavement, then a Caltrans-approved biologist will need to reevaluate the project impacts.

The MBTA regulates migratory non-game birds and their nests. Construction activities that have the potential to disturb nesting birds will be limited to the extent feasible to the non-nesting season, August 31 to February 15. If any construction activities must occur outside this window, a Caltrans approved biologist will conduct nest surveys no more than 3 days prior to the commencement of those activities. Appropriate number of work buffers will be established around any active nests at the direction of the Caltrans Biologist. If vegetation removal occurs during the winter wet season, then all trees and shrubs in any riparian areas should be cut above the ground and their stumps left in place to prevent soil disturbance and erosion.