CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): State Route 108 (McHenry Ave) & Coralwood Road Intersection Control Improvement

DIST-CO-RTE: 10-STA-108 **PM/PM:** 26.41/26.64

EA: 10-1Q030/1022000223 **Federal-Aid Project Number:** N/A

Project Description

The project in Stanislaus County would upgrade the SR 108 and Coralwood Road intersection in Modesto to a four-legged signalized intersection with dedicated turn lanes, through lanes, and Americans with Disabilities Act (ADA) -compliant curb ramps and crosswalks.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:
☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
☒ **Categorically Exempt. Class** 1(c). (PRC 21084; 14 CCR 15300 et seq.)
☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.
☐ **Covered by the 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].)

Senior Environmental Planner or Environmental Branch Chief

Laura Cook	Laura N. Cook	03/05/2025
Print Name	Signature	Date

Project Manager

Corey Casey	Corey Casey	3/28/25
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans 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). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(7)**
- ☐ **23 CFR 771.117(d): activity (d)**
- ☐ **Activity listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans 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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Laura Cook	Laura N. Cook	03/25/2025
Print Name	Signature	Date

Project Manager/ DLA Engineer

Corey Casey	Corey Casey	3/28/25
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 3/25/25
Date of Environmental Commitment Record or equivalent: 3/25/25

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).

Continuation sheet:

Purpose and Need:

The purpose of the project is to reduce the number and severity of broadside collisions at SR 108 and Coralwood Road intersection in the city of Modesto of Stanislaus County. The project is needed to provide sufficient intersection control to enhance safety at the intersection. There is a higher-than-average number of broadside collisions at the SR 108 and Coralwood Road intersection.

Description of work:

This Safety Improvement project is in Stanislaus County along postmiles 26.41 to 26.64 of State Route (SR) 108 at the intersection of Coralwood Road in the city of Modesto. The intersection of SR 108 and Coralwood Road is a three-legged unsignalized intersection with stop control access from Coralwood Road and free flow traffic on SR 108.

The project proposes to construct a four-legged intersection, with signals for every direction. The driveway on the west side of the intersection would be converted to a signalized approach with a through lane and a dedicated left-turn lane. The SR 108 northbound (NB) and southbound (SB) approaches would each consist of 3 through lanes and a dedicated left-turn lane. The Coralwood Road westbound approach would include a through lane and a dedicated left-turn lane.

Electrical additions include four traffic signals and loop detectors for each leg of the intersection, a small cabinet for power and a pole for a push button at each corner of the intersection, and one large cabinet for controlling all signals at the intersection.

Several utilities are anticipated to be relocated; utility verification will be completed later in PA&ED Phase. To facilitate pedestrian crossing, new Americans with Disabilities Act (ADA) -compliant curb ramps and crosswalks will be included. Restriping will be required throughout the intersection. New striping will be necessary to delineate the new leg of the intersection, the new location of the NB lanes merging north of the intersection, and the new crosswalks.

General:

The project is Categorically Exempt under the California Environmental Quality Act and Categorically Excluded under the National Environmental Policy Act unless: (1) the scope of the project changes to include additional activities or areas; or (2) there is unforeseen discovery of sensitive or cultural resources. Environmental reevaluation will be required if either of these conditions are met.

Air:

Per the Air Quality Memo, dated March 6, 2025, this project is not expected to cause any operational effects on air pollutants.

The project was submitted to IAC (Interagency Consultation Partners) on 2/20/25. Concurrence that the project is not a Project of Air Quality Concern was received from both Caltrans and the EPA on 3/5/25.

Construction CO2 emissions (CO2 is used a precursor for GHG) for the project were calculated using the Department of Transportation's Construction Emissions Tool (CALCET 2021 v.1.0). Project construction is expected to generate approximately 102 tons of CO2 during the 50 working days (less than the 264 working days per 1 year) duration.
Operational CO2 emissions do not need to be estimated because the project is not capacity increasing.

The yearly volume increases for AADT and Truck AADT can be attributed to anticipated population growth. The project will not bring additional traffic; it will allow traffic to flow at peak efficiency and bring the existing older features into compliance with current standards.

Biology:

Per the Biological Resources Evaluation Memo, dated November 18, 2024, the following significance determinations have been made:

Due to the project area being outside the range of the special status communities and/or habitats considered for environmental review, lack of suitable habitat or habitat components in the project area, the lack of detection during recent Caltrans surveys, and/or because the project would not harm individuals or alter the species' habitat, it is Caltrans' determination that the proposed project will have "no effect" on any:

- Federal Endangered Species Act (FESA)-listed, California Endangered Species Act (CESA)-listed plant species, California "rare" plant species, or plant species protected by the California Native Plant Protection Act considered for environmental review

- special status habitats or vegetation communities considered for environmental review

- FESA-listed, CESA-listed animal species, California species of concern, California Fully Protected Species, or CNDDB tracked wildlife species considered for environmental review.

In addition, the project would not affect essential fish habitat since no wetlands or other non-wetland waters will be impacted. No Clean Water Act Section 404 permit or Section 401 Certification is required. No California Fish and Game Code Section 1600 Agreement is required. No consultation under the FESA or CESA is required.

For any work that is scheduled between February 1 and September 30, preconstruction surveys for nesting migratory birds or raptors would be performed by a qualified biologist 14 days before construction-related activities. If nesting migratory bird nests or raptor nests are detected during preconstruction surveys or during construction, species-specific no-work Environmental Sensitive Area buffers would be established until further notice from the biologist.

Cultural:

Per the Cultural Screening Memo, dated December 2, 2024, the following significance determinations have been made:

Based on the project scope and the project the project occurring predominately on existing infrastructure and on the existing roadway and developed shoulder, no previously unidentified cultural resources are expected to be found within the project areas during construction. Only one built-environment resource (City of Modesto) is within the project area. This built-environment resource is unevaluated for the National Register of Historic Places. As currently proposed, no-built environment resources will be affected by any project-related activities.

As a result, this project has no potential to affect historic properties and no potential to affect historical resources, and is exempt from further review at this time, and Section 106, CEQA
cultural resources component and PRC 5024 compliance are complete.

Floodplain:

Per the Hydraulic Floodplain Memo, dated October 4, 2024, the project does not involve longitudinal encroachment or significant encroachment into the base floodplain. According to 23 CFR, Section 650.105(q) the project does not constitute a significant floodplain encroachment.

Hazardous Waste:

Per the Hazardous Initial Site Assessment, dated January 13, 2024, the potential to encounter soils with aerially deposited lead (ADL) exceeding regulatory thresholds is considered minimal. The Caltrans Standard Special Provision, 7-1.02K(6)(j)(iii), which pertains to Earth Material Containing Lead, shall be added to the construction contract. The excavation for the signal foundations shall be done to depth and not in lifts. A lead compliance plan prepared by a Certified Industrial Hygienist (CIH) will be required.

Noise:

Per the Noise Memo, dated March 30, 2023, the project would not introduce any potential for long-term traffic noise impacts under the requirements for a Type I or Type II traffic noise project under 23CFR772. Therefore, the project falls under the category of Type III noise projects. Type III projects do not require noise analysis, so no noise analysis has been conducted; however, during construction, the project would comply with Caltrans Standard Specification section 14-8.02 “Noise control” regarding construction noise.

No adverse noise impacts from construction are anticipated because construction would be conducted in rural setting and in accordance with Caltrans Standard Specifications Section 14-8. Furthermore, implementing the following measures would minimize the temporary noise impacts from construction:

- Do not exceed 86 dBA Lmax at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Paleontology:

Per the Paleontological Identification Report (PIR), dated April 3, 2023, a high potential paleontological resource underlies the project area. However, as proposed excavations are reportedly limited to shallow (<5 feet) and/or discrete locations, it is unlikely that scientifically significant fossils will be encountered. If unanticipated fossil discovery occurs during construction, Specification 14-7.03 of the 2022 Standard Specifications identifies the procedures required to protect the resource.

Paleontological mitigation is not recommended at present and if necessary, the PIR should be updated if there are any changes in the environmental document requiring reevaluation.

Water:

Per the Water Compliance Memo, dated September 10, 2024, the safety improvement project is not expected to result in long-term water quality impacts on nearby surface water and groundwater. Short-term potential impacts to a nearby surface and groundwater could occur due to accidental spills or poor management of handling hazardous materials, fuels, and other potential chemicals used during construction activities.

These activities should be anticipated and addressed in the Design and Construction phase of the project. To eliminate or minimize any potential impacts on the environment, appropriate Best Management Practices (BMPs) should be selected and implemented per the Project Planning and Design Guide. As required in Caltrans Standard

Specification Section 13-1, the contractor must abide by the BMPs at a minimum and address all potential water quality impacts that may occur when performing construction activities. By incorporating proper and accepted engineering practices and BMPs, the proposed project will not have significant impacts on water quality during construction or its operation.

Visual:

Per the Visual Memo, dated December 19, 2024, no qualifying mitigation will be affected by the implementation of the proposed safety project. No further visual analysis will be required.

Community Impacts:

Per the Community Impacts Memo dated March 10, 2025, the project would not result in significant population impacts as this project would reduce the number and severity of broadside collisions at the intersection of SR 108 and Coralwood Road. Additionally, this project will provide sufficient access to pedestrians and bicyclists at the intersection.