



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

Project Information

Project Name (if applicable): Asphalt Pavement Minor rehabilitation (CAPM)

DIST-CO-RTE: 04-ALA-238

PM/PM: R13.957/R16.696

EA: 04-4W030

Federal-Aid Project Number: 0422000102

Project Description

This project proposes to cold plane and overlay existing asphalt concrete (AC) and repair localized failed AC pavement, rehabilitate one drainage culvert, clean several other culverts, and add High Friction Surface Treatment (HFST) at a minimum of one location. Additionally, the project proposes to upgrade and add pedestrian infrastructure (ADA Curb Ramps), upgrade signage including one overhead sign, replace pavement delineation, and upgrade Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS) to meet Manual for Assessing Safety Hardware (MASH) standards. Two trash capture devices are planned for this project.

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 1C.** (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

Wahida Rashid

11/18/2025

Print Name

Signature

Date

Project Manager

Hung Nguyen

11/18/2025

Print Name

Signature

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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)(26)

23 CFR 771.117(d): activity (d)(Enter activity number)

Activity Enter activity number 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

Wahida Rashid

[Handwritten Signature]

11/18/2025

Print Name

Signature

Date

Project Manager/ DLA Engineer

Hung Nguyen

11/18/2025

Print Name

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): 11/18/25

Date of Environmental Commitment Record or equivalent: 11/18//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).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Environmental Conditions:

Air Quality

Greenhouse GAS (GHG) Emissions Analysis:

Based on project information available for environmental studies, the construction-related GHG emissions were calculated using the Caltrans Construction Emissions Tool (CAL-CET), CAL-CET2021 v1.0.3, developed by Caltrans. The estimated total amount of CO₂ produced would be 278 tons. The table below summarizes the construction related emissions, including the total CO₂e emission.

Table 1: Summary of Construction-related GHG Emissions¹

	PARAMETERS				PROJECT TOTAL
	CO ₂ (tons)	CH ₄ (tons)	N ₂ O (tons)	HFC (tons)	CO ₂ e ¹ (metric tons)
TOTAL EMISSIONS	278	0.006	0.015	0.007	286

¹ Gases are converted to CO₂e by multiplying by their global warming potential (GWP). Specifically, GWP is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO₂).

Implementation of Caltrans Standard Specifications, such as complying with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract and the use of construction best management practices, would result in reducing GHG emissions from construction activities, including but not limited to:

1. Regular vehicle and equipment maintenance
2. Limit idling of vehicles and equipment onsite
3. If practicable, recycle nonhazardous waste and excess material. If recycling is not practicable, dispose of material
4. Use solar-powered signal boards, if feasible
5. Use tier 4 interim or tier 4 final engines

Caltrans dust control measure will be implemented to protect AQ for any nearby residential area if needed.

Biology

BIO-1: Worker Environmental Awareness Training (WEAT)

Prior to construction, a Caltrans biologist will conduct WEAT Training for all on-site construction personnel. This training will include a discussion of sensitive habitats within



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

the, potential for special-status species to occur, an explanation of their status and legal protection, and measures to minimize the potential for the Project to impact these species and their habitats within the BSA. The training will also inform construction crews about invasive plant species control and prevention and monitoring compliance. All new construction personnel added to the Project will receive WEAT before starting work. A sign-in sheet of those individuals who have received the training will be maintained by the Resident Engineer (RE) and will be kept on-site and available for review upon request.

BIO-2: Caltrans Standard Best Management Practices (BMPs)

The potential adverse effects to water quality will be avoided by implementing temporary and permanent BMPs outlined in the 2025 Caltrans Standard Specifications. Caltrans erosion control BMPs will be used to minimize any wind or water-related erosion. The State Water Resources Control Board has issued a National Pollution Discharge Elimination System Statewide Storm Water Permit to Caltrans to regulate storm water and non-storm water discharges from Caltrans facilities. A Stormwater Pollution Prevention Plan (SWPPP) will be developed for the Project, as one is required for all projects that have at least one acre of soil disturbance. The SWPPP complies with the Caltrans Storm Water Management Plan (SWMP). The SWMP includes guidance for design staff to include provisions in construction contracts to include measures to protect sensitive areas and to prevent and minimize storm water and non-storm water discharges.

The SWPPP will reference the Caltrans Construction Site BMPs Manual. This manual is comprehensive and includes many other protective measures and guidance to prevent and minimize pollutant discharges, and can be found at the following web address: <https://dot.ca.gov/programs/construction/storm-water-and-water-pollution-control/manuals-and-handbooks>

Protective measures will be included in the contract, including, at a minimum:

- a. No discharge of pollutants from vehicles and equipment cleaning is allowed into the storm drain or water courses.
- b. Vehicle and equipment fueling, and maintenance operations must be at least 50 feet away from water courses.
- c. Concrete waste is collected in washouts, and water from curing operations is collected and disposed of and not allowed into water courses.
- d. Dust control will be implemented, including use of water trucks and tackifiers to control dust in excavation and fill areas, rocking, temporary access road entrances and exits, and covering temporary stockpiles when weather conditions require.
- e. Coir rolls will be installed along or at the base of slopes during construction to capture sediment, and temporary organic hydro-mulching will be applied to all unfinished disturbed and graded areas.
- f. Work areas where temporary disturbance has removed the pre-existing vegetation will be restored and re-seeded with a native seed mix.
- g. Graded areas will be protected from erosion using a combination of silt fences, fiber rolls along the toe of slopes or along edges of designated staging areas, and erosion-control netting (such as jute or coir) as appropriate. No plastic monofilament



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

netting will be used to avoid entrapment of wildlife and the proliferation of microplastics.

BIO-3: Invasive Species Control

During construction, the RE or their designee, will confirm that Caltrans Standard Special Provision 14-6.05 Invasive Species Control will be implemented to prevent the introduction and spread of invasive species to and from the job site.

In compliance with Executive Order 13112, weed control measures will be implemented to minimize the importation of nonnative plant material during and after construction. Eradication strategies will be employed if non-native plant species with high invasive potential were to be disturbed by the Project. Measures addressing invasive species abatement and eradication will be included in the Project design and contract specifications. These measures may include, but not be limited to:

- Following completion of Project related disturbance, affected areas adjacent to native vegetation will be reseeded with plant species approved by the Caltrans Biologist that are native to the vicinity.

BIO-4: Pre-construction Surveys

Pre-construction surveys for special-status species will be conducted by a Caltrans Biologist(s) no more than 7 calendar days prior to any initial ground disturbance. These efforts will consist of walking surveys of the Project footprint and, if possible, accessible adjacent areas within at least 50 feet of the Project footprint, at the discretion of the Caltrans Biologist. The Caltrans Biologist(s) will investigate potential cover sites and potential rare plant habitat when it is feasible and safe to do so.

BIO-5: Discovery of Listed Species On-Site

The RE will immediately contact the Caltrans Biologist if listed species are observed within a construction zone. The RE will suspend construction activities and regulatory agencies will be contacted.

BIO-6: Night Lighting and Light Trespass

During nighttime construction, artificial lighting will be directed away and shielded from environmentally sensitive areas. Lighting will only be directed to areas where active construction is occurring.

BIO-7: Vegetation Removal

No vegetation (trees, shrubs or other plants) will be removed or altered without the approval of a Caltrans biologist.

BIO-8: Vehicle Use

Project employees will be required to comply with current guidance governing vehicle use, speed limits, fire prevention, and other hazards.

BIO-9: Trash Control

All food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in closed containers and removed from the work area daily.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

BIO-10: Firearms

No firearms will be allowed in the Project area except for those carried by authorized security personnel, or local, State, or federal law enforcement officials.

BIO-11: Pets

To prevent harassment, injury or mortality of sensitive species, no pets will be permitted within the Project footprint

BIO-12: Replanting with Native Species

All areas that are temporarily affected during construction would be revegetated with an assemblage of native species to restore habitat values. Invasive, exotic plants would be controlled within the Project footprint, pursuant to Executive Order 13112 (Invasive Species).

The following site specific AMMs are proposed to minimize impacts on special-status species and their habitats:

BIO-13: Pre-construction Nesting Bird Surveys

To the maximum extent practicable, vegetation clearing activities prior to construction will be conducted outside of bird nesting season between October 1 and January 31. However, if it is necessary to conduct construction activities during the nesting bird season (February 1 through September 30), a Caltrans biologist will conduct pre-construction surveys for nesting birds no later than 3 days prior to the start of construction.

BIO-14: Nesting Bird Avoidance

Should nesting birds be found, an appropriate exclusionary buffer will be established by a Caltrans biologist. Typically, buffer distances are 50 feet for passerines, 300 feet for raptors. These distances may be adjusted by the Caltrans biologist depending on the level of surrounding ambient activity and if an obstruction, such as a building or structure, is within line-of-sight between the nest and construction. This buffer will be clearly marked in the field by construction personnel under guidance of the Caltrans biologist, and construction or clearing will not be conducted within this buffer until the biologist determines that the young have fledged or the nest is otherwise no longer active.

Community Impact

1. At no circumstances during construction, will bike or pedestrian lane will be obstructed.
2. Prior to construction, the public will be notified of any lane closure, detour, and its schedule.

Cultural

Pursuant to Stipulation X.B.1 of the PA a Finding of No Adverse Effect with Standard Conditions – Environmentally Sensitive Area (ESA) Report was submitted to Caltrans' Cultural Studies Office (CSO) on June 19, 2025. CSO did not object to this finding on July 10, 2025.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

1. Environmentally Sensitive Area. The Caltrans Archaeologist will collaborate with all responsible parties to ensure ESAs are accurately represented in plans, specifications, and estimates, and the ESA Action Plan will be included in the RE Pending File. During the preconstruction meeting, a qualified archaeologist and Tribal representative will discuss the ESAs with construction personnel, emphasizing that no construction activity, including material storage, is permitted within these areas and that workers must remain outside them. The Resident Engineer will notify the Caltrans Archaeologist at least two weeks prior to construction, who will then inform the Tribe. Prior to construction, the Caltrans Project Archaeologist and the Tribe will mark ESA locations in the field with the contractor using high-visibility spray paint or flagging. Regular inspections and site visits will be conducted by the Caltrans Archaeologist and the Tribe to ensure the integrity of the ESAs. Unanticipated Discovery. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 60 feet of the discovery must immediately stop. A qualified archaeologist, that meets the Secretary of the Interior Professional Qualifications for Archaeology, will evaluate the find's significance in consultation with the Tribe to determine if further study is warranted. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits. Contact the Lead Caltrans Archaeologist in the Office of Cultural Resource Studies.
2. Unanticipated Discovery. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 60 feet of the discovery must immediately stop. A qualified archaeologist, that meets the Secretary of the Interior Professional Qualifications for Archaeology, will evaluate the find's significance in consultation with the Tribe to determine if further study is warranted. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits. Contact the Lead Caltrans Archaeologist in the Office of Cultural Resource Studies. If any Tribal Cultural Resources (TCR) as defined by the Confederated Villages of Lisjan and CEQA are found during construction, a Professionally Qualified Staff archaeologist will assess the find. The Office of Cultural Resource Studies will notify local consulting Tribes if the resource is a TCR and consult with the contractor and Tribe to determine avoidance. If avoidance isn't possible, further consultation with the Tribes will determine treatment.
3. If Caltrans Professionally Qualified Staff determines that cultural materials contain human remains, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains. Caltrans' Cultural Resources Studies Office will contact the County Coroner. Pursuant to CA PRC Section 5097.98, if the remains are thought by the coroner to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendent. Caltrans, District 4, Cultural Resources Studies Office will work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

No further archaeology or architectural history studies are required at this time. If project plans change, further studies may be necessary.

Hazardous Waste

Material from the removal of joint seals and concrete rehabilitation of bridge may contain asbestos and lead paint.

1. The Office of Hazardous Waste to conduct a site investigation for the presence of asbestos and lead paint during the PS&E phase, when plans are finalized. After review of the plans and estimate suitable special provisions will be provided by The Office of Hazardous Waste during the PS&E phase.

Noise

The construction noise levels due to removing pavement will exceed the Caltrans noise standard of 86 dBA L_{max} at 50 ft from the construction site. There are sensitive receptors located less than 50 feet that will be affected by the construction noise for this activity.

The construction noise levels due to installing ADA do not exceed the Caltrans noise standard of 86 dBA L_{max} located at 50 ft from the construction site. However, there are sensitive receptors located less than 10 feet from the construction site that would be affected by the construction noise for this activity.

The construction noise levels due to installing drainage system and guardrails do not exceed the Caltrans noise standard of 86 dBA L_{max} located at 50 ft from the construction site. No receptors are nearby these construction activities.

Construction noise levels due to all construction activities exceed the Caltrans noise standard of 52 dBA L_{max} for San Lorenzo High School. Saint John Catholic School is shielded by a soundwall and will not be affected by the construction noise.

To minimize noise impacts, the following mitigation measures are recommended.

1. Noise control and monitoring will be included as part of the Contract documents to minimize construction noise. Construction noise level shall not exceed 86 dBA L_{max} at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. The noise level produced by the construction activity can't exceed 52 dBA L_{max} interior noise levels in school facilities during school hours.
2. Public outreach shall be required throughout the project duration of construction to update nearby residents, businesses, and other project stakeholders on upcoming construction activities and any changes to the project construction timeline.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

3. Schedule noisy operations within the same time frame. The total noise level will not be significantly greater than the level produced if operations are performed separately.
4. Avoid unnecessary idling of internal combustion engines within 100 feet of sensitive receptors.
5. Locate all stationary noise-generating construction equipment as far as practical from noise-sensitive receptors or provide baffled housing or sound aprons to equipment when sensitive receptors adjoin or are near a construction project area.
6. Equip all internal combustion engine driven equipment with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
7. No construction equipment will be delivered and dropped off before 6:00 a.m.

Vibration

The construction noise levels due to removing pavement will exceed the Caltrans noise standard of 86 dBA L_{max} at 50 ft from the construction site. There are sensitive receptors located less than 50 feet that will be affected by the construction noise for this activity.

1. Vibration monitoring, crack monitoring and photo and video documentation are needed during vibration rolling operation.
2. Public outreach shall be required throughout the project duration of construction to update nearby residents, businesses, and other project stakeholders on upcoming construction activities and any changes to the project construction timeline.

Visual Resources

The proposed project is expected to result in minor permanent changes to the visual environment. Upon completion of work the character of the highway will be unchanged and visual impacts less than substantial. The work will have negligible to minor visual impacts. Project elements should not affect the appearance of the highway corridor and would be visually consistent with the character of the corridor and surrounding area.

Environmental commitments have been proposed to lessen the visual impact of the project, which may also help generate public acceptance of a project. Environmental commitments will be designed and implemented with the concurrence of the District Landscape Architect.

The following environmental commitments can avoid or minimize negative visual effects and/or improve aesthetics:



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

1. Staging areas should not be located where they require the removal of any landscape vegetation or cause the compaction of any tree roots.
2. Construction materials and equipment should be stored in a screened staging area beyond direct view of the motoring public and residential properties to the extent feasible.
3. Preservation of existing vegetation will be implemented to the maximum extent feasible to avoid adverse impacts that might affect the landscape freeway status. Vegetation to remain should be protected from construction activities by temporary fencing when vegetation is close to construction work.
4. Where pruning of trees is required to accommodate construction operations, pruning must be done under the supervision of an ISA certified arborist.
5. If removal of trees or highway planting is necessary, replacement planting shall be provided within the project limits where safety and maintenance requirements can be met.
6. Design rock slope protection with material of an appropriate size, scale, and color to minimize glare and visual contrast.
7. Apply erosion control seeding and similar measures to all areas of disturbance where they are beyond paved areas.
8. Where appropriate, irrigation equipment will be checked and tested and repaired if needed.

Water Quality

The project is unlikely to result in significant environmental effects.

This project is under the jurisdiction of the latest NPDES permit and is required to treat all New Impervious Surface of 0.5 acres, 10,000 square feet being the threshold for treatment. This project requires post-construction treatment since it creates more than 10,000 square feet of net new impervious surfaces. 3 biofiltration strips locations have been proposed within the project limits.

Design Pollution Prevention (DPP) BMPs and treatment BMPs are required for this project because NIS is greater than 10,000 sq ft (0.4 acres) in San Francisco Bay Region 2.

DSA is greater than one acre, requiring a SWPPP. The SWPPP will include the development of a Construction Site Monitoring Program that presents procedures and methods related to the visual monitoring, sampling, and analysis plans for non-visible pollutants, sediment, turbidity, and pH.

Construction Site BMP Strategy: the construction site BMP strategy is to control sediments from leaving the construction site, and basic housekeeping such as sweeping and material controls. Itemized BMPs to be considered are:



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- Job Site Management
- Temporary Concrete Washout
- Temporary Drainage Inlet Protection
- Temporary Fiber Roll
- Temporary Cover
- Temporary Silt Fence
- Street Sweeping

As this project does not require a 401, C3 requirements do not apply and dewatering is not anticipated.

Prior to the start of construction, the Contractor will prepare a Water Pollution Prevention Program (WPCP).

Temporary drainage inlet protection would be provided at all inlets near work. Sweeping will be provided to collect grindings and tracking control.

Design Pollution Prevention (DPP) BMPs and treatment BMPs are required for this project because NIS is greater than 10,000 sq ft (0.4 acres) in San Francisco Bay Region 2.