



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

Project Information

Project Name: Tuolumne 108 STAA Truck Improvement Project

DIST-CO-RTE: 10-TUO-108

PM/PM: TUO-108-PM-L2.808

EA:10-1L170

Federal-Aid Project Number: N/A

Project Description

See Continuation Sheet

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 M. Cook

11/7/2025

Print Name

Signature

Date

Project Manager

Mohamed Khairan

Mo Khairan

11/7/2025

Print Name

Signature

Date



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Caltrans NEPA Determination (Check one)

[X] 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)()

[] 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

Print Name Signature Date

Project Manager/ DLA Engineer

Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable):
Date of Environmental Commitment Record or equivalent: 6/12/2025



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Continuation sheet:

Purpose and Need

The purpose of the project is to improve Surface Transportation Assistance Act (STAA) truck access to the State Route 108/State Route 49 intersection. The project is needed because the existing southwest corner of the State Route 108/State Route 49 intersection does not accommodate STAA truck turning radius when turning to or from west State Route 108 onto or from south State Route 49.

Description of Work

The project would widen the southwest corner of SR 108/SR 49 to accommodate Surface Transportation Assistance Act (STAA) trucks making the turn from eastbound SR 108 to southbound SR 49 and provide the necessary pavement width for STAA trucks making the turn from northbound SR 49 to westbound SR 108. Pavement widening will be approximately 8,836 square feet (sf) and pavement striping modification will be necessary at the northbound SR 49 approach for left turning vehicles and at the entrance to southbound SR 49.

Provide lighting to accommodate the widened corner. The existing Type 15 lighting pole (pole #116A) and its foundation on the westbound side of SR 108 will be removed and a new Type 15 pole will be installed approximately 40 ft west of the existing location, requiring approximately 40 feet of trenching for electrical conduit from the existing pull box to the new light pole. All the electrical work will take place only on the westbound side of SR 108.

General

The project is Categorically Exempt under the California Environmental Quality Act (CEQA) 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. The National Environmental Policy Act (NEPA) does not apply to this project because it does not have any federal funds or other federal nexus.

Air Quality

Per the Air Quality Memo, dated May 13, 2025, this project is not expected to cause any operational effects on air pollutants. This project is also not greenhouse gas capacity increasing. The Tuolumne 108 STAA Truck Improvement project is in Tuolumne County. Tuolumne County is under the jurisdiction of the Tuolumne County Air Pollution Control District. Tuolumne County is in the Mountain Counties Air Basin, which are not in violation of any National Ambient Air Quality Standards (NAAQS) and are therefore exempt from conformity.



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During construction, the proposed project will generate air pollutants. 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. The provisions of Caltrans Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 10-5 "Dust Control," require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in CFR § 11017.

Biological Resources

Per the Biological Resources Evaluation Memo, dated June 10, 2025, the following significance determinations have been made: Due to the project area being outside the range of the special status plant species considered for environmental review, the lack of suitable habitat or habitat components in the project area, the lack of detection during recent Caltrans surveys 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 or CESA-listed animal species, California species of concern, California Fully Protected Species, or CNDDDB 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.

Preconstruction surveys would be required for crotch bumblebee. In addition, a nesting migratory bird/nesting raptor survey would be performed 14 days before the proposed start date of any construction-related activities scheduled between February 1 and September 30. If nesting migratory birds, raptors, or crotch bumblebees are detected during preconstruction surveys or during construction, species-specific no-work Environmentally Sensitive Area (ESA) buffers would be required and established until further notice from the biologist.

Climate Change for CEQA



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Per the Climate Change Risk and Adaptation Report, dated June 5, 2025, the purpose of the proposed project is to improve STAA truck access to the State Route 108/State Route 49 intersection. This type of project generally causes minimal or no increase in operational greenhouse gas (GHG) emissions and will not increase the vehicle capacity of the roadway. Because the project would not increase the number of travel lanes on SR 108 or 49, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7 1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

The following additional measures will be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

1. Caltrans will implement energy efficient construction methodologies.
2. Caltrans will implement water efficient construction methodologies.
3. Where available, Caltrans will utilize material within a local radius of the project area and/or locally available building materials to reduce GHG emissions.
4. Caltrans will implement practices for reduction of roadway construction/demolition waste.
5. Caltrans will implement fuel efficient measures both for construction equipment and traffic management during delays or detours.
6. Caltrans will limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).
7. Caltrans will use alternative fuels such as renewable diesel for construction equipment.
8. Caltrans will select pavement materials that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.

Community Impacts

Per the Community Impacts Memo, dated May 29, 2025, the project will not result in significant impacts to the project area or to the nearest community of Jamestown, CA. In consideration of the scope of the Tuolumne 108 STAA Truck Improvement Project and



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the information presented in this memo, the project would have no impacts to local community character or cohesion, to any farmland or timberland, to existing or future land use, or to utilities or emergency services of the project area or the nearest community of Jamestown, California. Growth is not anticipated, and the project is consistent with all applicable State, regional, and local plans. No avoidance, minimization, or mitigation measures are proposed at this time.

Cultural Resources

Per the Historic Properties Survey Report, dated June 13, 2025: Caltrans, pursuant to Section 106 PA, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking because there are no historic properties within the APE.

Cumulative Impacts for CEQA

Per the Cumulative Impacts Assessment Memo, dated June 13, 2025, the project will not result in cumulative impacts to any on any natural resources, community resources, or cultural resources or based on climate change, hazardous waste, land use, or utilities.

Floodplain

Per the Preliminary Floodplain Analysis Memo dated January 16, 2025, the project location does not fall within an area where flood hazard is determined. The project does not consist of a longitudinal encroachment or a significant encroachment on the base floodplain. Furthermore, the project area does not fall under Central Valley Flood Protection Board (CVFPB) jurisdiction, so a CVFPB permit is not required.

Hazardous Waste

Per the Initial Site Assessment dated May 19, 2025, a database search did not identify any hazardous material or Cortese sites within a 100-foot radius of the location. Although the project includes trenching, grading, or other ground disturbance, the project does not currently call for excess soil for disposal. Therefore, an ADL study is not required. If the project scope changes to include roadway excavation with excess soil for disposal or transfer to the contractor, an ADL study may be required.

A lead compliance plan (LCP) developed by a Certified Industrial Hygienist (CIH) is required for ground disturbing activities, as stated in Caltrans' Standard Special Provision (SSP) 7-1.02K(6)(j)(iii) - Earth Material Containing Lead. A lead compliance plan (LCP) developed by a Certified Industrial Hygienist (CIH) is recommended to protect worker health.

Include SSP 36-4 and/or 84-9.03B for work involving residue from grinding and cold planing that contains lead from paint and thermoplastic and addresses the need for a lead compliance plan. If yellow striping will be removed separately, SSP 14-11.12 is



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required for proper management of hazardous waste residue and a lead compliance plan.

Noise

Per the Noise Compliance Study dated May 9, 2025, 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; however, during construction, the project would comply with Caltrans Standard Specification Section 14-8.02 "Noise Control" regarding construction noise.

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans Standard Specifications Section 14-8.02 "Noise Control," which states construction noise resulting from work activities should not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

No adverse noise impacts from construction are anticipated because construction would be conducted in a rural setting and in accordance with Caltrans Standard Specifications Section 14-8.02. Furthermore, implementing the following measures would minimize the temporary noise impacts from construction:

- Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9:00 p.m. to 6:00 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.

Paleontological Resources

Per the Paleontological Identification Report dated May 19, 2025, sediments underlying the post mile segment consists of Jurassic or Carboniferous Green schist and related rocks possibly in part correlated with Logtown Ridge formation. Green schist is a metamorphic rock, and it generally does not have paleontological sensitivity since the metamorphic process often destroys fossils. The California State University, Fresno (CSUF) Paleontological Sensitivity Mapping Project database (2000) identifies the paleontological sensitivity for the PM segment of the project as "no" sensitivity. Paleontological mitigation is not recommended and there would be no significant impacts to paleontological resources.

If unanticipated fossil discovery were to occur during construction, Specification 14-7.03 of the 2018 Standard Specifications identifies the procedures required to protect the resource.



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Section 4(f)

Per the Section 4(f) memo, dated June 3, 2025, no Section 4(f) resources are located within 0.5 miles of the project. There will be no use of any Section 4(f) resources as a result of the project.

Visual

Per the Visual Impact Assessment, dated June 3, 2025, this section of SR 108 and 49 is not a designated scenic highway. Only minor visual changes to the environment are proposed. There is agriculture and grassland landscape around PM Tuo-108 PM 2.808 that may be impacted by construction activities; any damaged or removed landscape assets by construction activities will need to be repaired, replaced and/or modified to prevent a loss of aesthetic value. Standard Erosion control measures will be included as part this project to lessen the exposed slope scars and overtime blend the affected areas with the background condition. No visual simulation is anticipated. Additionally, the project work would take place in a previously disturbed area limited to existing Caltrans right-of-way. There would be no significant impacts to visual resources.

Water Quality

Per the Water Quality Compliance Memo, dated January 13, 2025, this project is not anticipated to result in long-term water quality impacts on nearby surface water or groundwater. Short-term potential impacts to 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. Any potential impacts (erosion, accidental spills of hazardous material, and disruption to natural drainage) must be addressed, eliminated, or minimized to the maximum extent practicable during the design and construction phases of the project by incorporating the appropriate permanent and temporary BMPs into the project. By incorporating proper and accepted engineering practices and BMPs, the project will not have significant impacts on water quality during construction or its operation.