

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**

<b>07-LA-605</b>	<b>14.1/14.6</b>	<b>34140</b>	<b>CE # 201711007</b>
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.)

The proposed project consists of replacing the southbound I-605 on-ramp and off-ramp with a new, diamond configuration. The diamond configuration includes a direct on-ramp and off-ramp that merge directly on to the I-605 mainline, ramp metering on the new on-ramp, and construction of retaining walls adjacent to the new on-ramp and off-ramp. The project provides a new signalized intersection, allowing for access to both east and westbound directions of Beverly Boulevard. The project purpose is to reduce congestion, reduce weaving conflicts, improve freeway operations, provide for all movements at the southbound interchange, and ease congestion at intersections near the southbound Beverly Boulevard ramps. The proposed project requires no permanent ROW acquisitions, but it requires temporary construction easements and a maintenance easement.

**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 . . . (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].)]

\_\_\_\_\_  
 Print Name: Senior Environmental Planner or Environmental Branch Chief

\_\_\_\_\_  
 Print Name: Project Manager

\_\_\_\_\_  
 Signature

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Signature

\_\_\_\_\_  
 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)( )
  - 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.

**Jason Roach**

\_\_\_\_\_  
 Print Name: Senior Environmental Planner or Environmental Branch Chief

**Zareh Shahbazian**

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 Print Name: Project Manager/DLA Engineer

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 Signature

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 Date

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 Signature

\_\_\_\_\_  
 Date

Date of Categorical Exclusion Checklist completion: 08/21/2019

Date of ECR or equivalent : 08/21/2019

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

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

Continued from page 1:

VIS-1 (Minimization) - Include aesthetic treatment for retaining walls that is consistent with the Route 605 Corridor Master Plan, currently in development, to ensure compatibility with the surrounding built environment.

VIS-2 (Minimization) - Replace landscaping with ornamentals and consider native plants where appropriate.

VIS-3 (Minimization) - Include applicable aesthetic treatments for pavement at gore areas and ramp end points to maintain consistency with the Route 605 Corridor Master Plan.

AQ-1 (Minimization) - The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018).

AQ -2 (Minimization) - Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

AQ -3 (Minimization) - Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. This measure will comply with the Stormwater Pollution Prevention Plan requirements referenced in Measure WQ-4.

AQ-4 (Minimization) - Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.

AQ -5 (Minimization) - Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions. This measure will comply with the Stormwater Pollution Prevention Plan requirements referenced in Measure WQ-4.

AQ -6 (Minimization) - Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by CA Code of Regulations Title 17, Section 93114.

AQ-7 (Minimization) A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.

AQ -8 (Minimization) - Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.

AQ -9 (Minimization) - Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.

AQ -10 (Minimization) - Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.

AQ-11 (Minimization) - All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.

AQ -12 (Minimization) - Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.

AQ -13 (Minimization) - To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

AQ -14 (Minimization) - Mulch will be installed, or vegetation planted as soon as practical after grading to reduce windblown PM in the area.

AQ -15 (Minimization) - During construction, contractors are required to comply with the requirements of all applicable state and local regulations including, but not limited to, SCAQMD Rules 401 (Visible Emissions), 402 (Nuisance), and 403 (Fugitive Dust).

AQ-16 (Minimization) - Construction of the proposed project shall comply with all applicable SCAQMD Rules. While construction equipment on site would generate some objectionable odors primarily arising from diesel exhaust, these emissions would generally be limited to the project site and would be temporary in nature. Objectionable odors should also be minimized by conducting certain construction activities in areas at least 500 feet from the sensitive receptors as feasible

AQ-17 (Minimization) - Construction contractors may apply for South Coast AQMD "SOON" funds. The program provides funds to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. More information on this program can be found at South Coast AQMD's website:  
<http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines>.

BIO-1 (Avoidance) - There is the potential for the presence of migratory birds within the project area. The Division of Environmental Planning recommends that vegetation removal and/or the use of loud machinery occur outside of nesting bird season, which is February 1st through September 1st.

BIO-2 (Avoidance) - Should it be necessary for vegetation removal and/or the use of loud machinery to occur during nesting bird season, the Resident Engineer (RE) shall notify the Caltrans District Biologist two weeks prior to commencement of work, so the District Biologist is able to perform a nesting bird survey.

BIO-3 (Minimization) - Nesting birds are protected under the Migratory Bird Treaty Act (MBTA). In the event that nesting birds are observed in the project area, work shall cease and the RE will coordinate with the District Biologist to minimize the potential to violate the MBTA.

BIO-4 (Minimization) - The Division of Environmental Planning recommends replanting suitable native trees and vegetation that will cater to the birds and wildlife in the area.

BIO-5 (Minimization) - This project must employ all appropriate temporary construction Best Management Practices (BMPs), and these must be incorporated into the project specifications. Prior to the start of construction, all drain inlets must be protected to prevent construction materials and/or debris from entering waterways.

BIO-6 (Minimization) - No asphalt grindings shall be used within 100 feet of any water course. Water course, for this purpose, is defined as any feature, either natural or man-made, which conveys water during any time of the year. The limitation on asphalt use near waterways is restricted to compacted shoulder backing.

CUL-1 (Minimization) 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 find.

GEO-1 (Minimization) All grading should be performed in accordance with Caltrans Standard Specifications except as indicated in the Special Provisions prepared for this project. Fill placed on sloping ground should be properly keyed and benched into existing ground and placed as specified in Section 19-6 of the Caltrans Standard Specifications.

GEO-2 (Minimization) Any soils to be placed as fill, whether onsite or imported material, should be reviewed and approved by the Geotechnical Engineer of Record. All fill soil should be placed in thin, loose lifts, moisture-conditioned, as necessary, to near-optimum moisture content, and compacted to a minimum 90 percent relative compaction per Caltrans Test Method 216. Aggregate base should also be compacted to a minimum of 95 percent relative compaction.

GEO-4 (Minimization) Proposed embankments should be supported on competent fill or native soils. All unsuitable near-surface deposits should be excavated and removed from the proposed embankment footprint prior to fill placement. The embankment subgrade should be observed and approved by the Geotechnical Engineer of Record.

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GEO-5 (Minimization) The planned retaining walls are expected to encounter fill materials and/or alluvial deposits. If undocumented artificial fill is encountered, the fill materials should be removed and recompacted. The retaining walls should be backfilled with onsite or imported non-expansive soil and constructed with a backdrain in accordance with Caltrans standard plans and specifications.

HW – 1 (Minimization) Complete investigation of near surface soil located adjacent to existing roadways to assess the presence or absence of impacts. Unpaved soils adjacent to the existing roadways should be tested for ADL according to Caltrans ADL testing guidelines. ADL soils should be handled in accordance with the current applicable Caltrans Standard Special Provision (SSP).

HW – 2 (Minimization) If treated wood is to be removed within the proposed project limits, handling, disposal, and proper management of the treated wood waste (TWW) should be conducted in accordance with Appendix XII of the California Code of Regulations, Title 22, Division 4.5, Chapter 11 and the current applicable SSP.

HW – 3 (Minimization) Conduct Site Investigations during PS&E phase to determine the presence of hazardous materials within the project area.

HW – 4 (Minimization) Obtain encroachment permits and/or access agreements early in PS&E phase to avoid potential delays to Site Investigations.

HW – 5 (Minimization) Elevated concentrations of lead and chromium may be present in the striping paint used on the existing roadways within the proposed project limits. Yellow and white paint striping should be managed in accordance with Construction Program Procedure Bulletin 99-2 and the current applicable Caltrans SSPs for areas where striping will be disturbed or removed by the project.

WQ – 1 (Minimization) The following methods will be utilized during construction to minimize erosion from slopes: disturbing existing slopes only when necessary, minimizing cut and fill areas to reduce slope lengths, incorporating retaining walls to reduce steepness of slopes, providing cut and fill slopes flat enough to allow re-vegetation and to limit erosion to pre-construction rates, rounding and shaping slopes to reduce concentrated flow, and collecting concentrated flows in stabilized drains.

WQ – 2 (Minimization) Install permanent stormwater pollution controls and treatment BMPs including vegetated slopes, conveyance systems, bioswales, and a detention basin as early as practical during construction address construction stormwater impacts.

WQ – 3 (Minimization) The construction will be scheduled to minimize soil-disturbing work during the rainy season.

WQ – 4 (Minimization) Prepare a Stormwater Pollution Prevention Plan (SWPPP) as described in Caltrans' Standard Specification (2018) section 13-3.

NOI-1 (Minimization) Fit effective mufflers on all new equipment and retrofit mufflers on existing to yield immediate noise reduction at of road construction sites.

NOI-2 (Minimization) Sealed and lubricated tracks for crawler mounted equipment will lessen the sound radiated from the track assembly resulting from metal to soil and metal to metal contact. Contractors, site engineers, and inspectors should ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication.

NOI-3 (Minimization) Lower exhaust pipe exit height closer to the ground to result in an off-site noise reduction.

NOI-4 (Minimization) In-use site noise control is necessary to prevent existing equipment from producing noise levels in excess of specified limits. Equipment exceeding the limit would be required to meet compliance by repair, retrofit, or replacement. New equipment with the latest noise sensitive components and noise control devices are generally quieter than older equipment, if properly maintained and inspected regularly. They should be repaired or replaced if necessary to maintain the in-use noise limit.

NOI-5 (Minimization) Shielding with barriers should be implemented at an early stage of a project to reduce construction equipment noise. Consider the placement of barriers carefully to reduce limitation of site access. Barrier examples include, excess land fill used as a temporary berm.

NOI-6 (Minimization) Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting and accelerating under load.

NOI-7 (Minimization) Implement time scheduling of activities to minimize noise impact on exposed areas based on local activity patterns and surrounding land uses.

NOI-8 (Minimization) Equipment location should be as far from noise sensitive land use areas as possible. The contractor should substitute quieter equipment or use quieter construction processes at or near noise sensitive areas.

NOI-9 (Minimization) Educate contractors and their employees to be sensitive to noise impact problems and noise control methods. Implement a training program for equipment operators to instruct them in methods of operating their equipment to minimize environmental noise.

UTI-1 (Minimization) A plan for proposed improvements will be discussed with the utility owners and a relocation strategy will be evaluated as design refinements are made during PS&E phase.

