

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**

<b>5-SB-101</b>	<b>82.2</b>	<b>1F1000/0513000057</b>	<b>HSIP5-05-010</b>
Dist.-Co.-Rte.	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

**PROJECT DESCRIPTION:**

The project site is located at the U.S. 101/Clark Avenue Interchange in the community of Orcutt in Santa Barbara County, California at post mile 82.2. The purpose of this project is to provide operational improvements and reduce collisions at the U.S. 101/Clark Avenue Interchange. This project is needed to improve circulation and safety at this location and help accommodate future traffic increases. The existing interchange consists of a northbound U.S. 101 on and off-ramp and a southbound U.S. 101 off-ramp, Clark Avenue and part of Frontage Road that parallels U.S. 101 along the southeast. Undeveloped, unpaved land is present adjacent to the roadways. The existing diamond interchange is offset and controlled by a two-way stop. All work will be contained with the State 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 § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

**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**
- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)  
Based on an examination of this proposal, supporting information, and the above statements, the project is:
- Categorically Exempt. Class 1.** (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].)]

**Jason Wilkinson**

Print Name: Environmental Branch Chief

Signature

**Paul Martinez**

Print Name: Project Manager

Signature

 2/5/18  
Date

 2/5/18  
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)( 27)**
- 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.

**Jason Wilkinson**


Print Name: Environmental Branch Chief

Signature

**Paul Martinez**

Print Name: Project Manager/DLA Engineer

Signature

 2/5/18  
Date

 2/5/18  
Date

Date of Categorical Exclusion Checklist completion:

Date of ECR or equivalent :

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

<b>5-SB-101</b>	<b>82.2</b>	<b>1F1000/0513000057</b>	<b>HSIP5-05-010</b>
Dist.-Co.-Rte.	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

(Continued from page 1)

The proposed project would construct the following improvements:

1. Realignment of U.S. 101 Northbound Off-Ramp to the west to align with the Northbound On-Ramp (skew angle of 75-degrees);
2. Widening of the U.S. 101 Northbound On-Ramp at Clark Avenue to provide two receiving lanes;
3. Signalization of the Clark Avenue/U.S. 101 Northbound Ramps;
4. Widening of Clark Avenue east of the U.S. 101 Northbound Ramps to provide a bike lane and align westbound lanes with modified striping on the overcrossing;
5. Restriping of the Clark Avenue overcrossing transitioning with:
6. Two 11-foot eastbound through lanes, an 11-foot westbound through lane and an 11-foot westbound left turn lane, and 4-foot (westbound) and 5-foot (eastbound) bike lanes/shoulders at the Southbound Ramps; and
7. Three 11-foot eastbound (dual left and one through) lanes, an 11 foot westbound through lane, and 4-foot (westbound) and 5-foot (eastbound) bike lanes/shoulders at the Northbound Ramps;
8. Modification of the existing vehicle railing on the north side of the overcrossing to meet the height requirements for a Bicycle Railing;
9. Minor widening of the Southbound Off-Ramp to improve the operation of the southbound free right-turn lane due to the lane restriping on the Clark Avenue Overcrossing;
10. Minor widening of Clark Avenue west of the U.S. 101 Southbound Ramps to accommodate the striping transition between the proposed overcrossing striping and the existing striping west of the interchange;
11. Minor overlay work to existing asphalt pavement in poor condition.

The storm water culvert under the existing northbound off-ramp would be lengthened to the west and the existing earthen channel that runs parallel to U.S. 101 would be re-routed closer to the U.S. 101 mainline. The total area of disturbance for the proposed improvements is approximately 2.5 acres. Additional project features include:

1. All trees within State right of way shall be preserved and protected from harm. The design plans shall identify all trees within the project limits and at a minimum shall show exclusionary fencing at all drip lines. The project specifications shall include provisions requiring the protection of all trees as directed in this measure, and the cost estimate shall include adequate funds for identified tree protection measures.
2. Bridge Railing. The new vehicular/bicycle railing along the north side of the bridge shall be designed to complement the existing railing on the south side of the bridge. Tubular horizontal members shall be used. Railing dimensions and proportions shall appear similar to the south-side railing. Please review railing details with Caltrans Landscape Architecture prior to making a final decision on rail design and materials.
3. All trash that may attract predators must be properly contained during construction and removed from the work site on a regular basis
4. Access routes, staging, and construction areas shall be limited to the minimum area necessary to achieve the project goal.
5. Mandatory exclusionary fencing shall be erected around the work area to prevent special status species that may occur in the general vicinity from migrating into the work site.
6. A Worker Environmental Awareness Program will be implemented.
7. Pre-construction surveys will be conducted for sensitive species, including nesting birds (if construction activities are scheduled to occur during the nesting season).
8. The biologist shall be on-site during initial grading activities to relocate any Blainville's horned lizards (*Phrynosoma blainvillii*) and silvery legless lizards (*Anniella pulchra pulchra*) that are unearthed during excavation.
9. Soil samples from the areas planned for excavation shall be analyzed for lead, pesticides and arsenic.