

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**

<b>01-DN-199</b> District-County-Route	<b>28.1</b> P.M./P.M.	<b>0F760/0116000060</b> E.A/Project No.	<b>N/A</b> Federal-Aid Project Number.
---	--------------------------	--	---

**PROJECT DESCRIPTION:** Briefly describe project including need, purpose, location, limits, and right-of-way requirements.

The proposed project would rehabilitate the Idlewild Maintenance Station, adjacent to U.S. Highway 199 at post mile (PM) 28.1 in Del Norte County. The project is proposed to improve safety, functional capacity and operational efficiency of the Idlewild Maintenance Station. The project is needed to provide the maintenance staff a safe, secure, reliable and comfortable work environment. The existing building complex has exceeded its service life and is operationally deficient. Work would include construction of a new office building, replacement of the perimeter fence, septic system, water supply lines and electrical lines, pavement of additional parking spaces, construction of a new fire suppression water tank and pumphouse. An electric vehicle charging station would be installed. The existing generator would be replaced, and electrical lines would be relocated to avoid conflict with the new building. Existing liquified petroleum gas (LPG) tanks would be relocated and one new tank would be installed. New electrical, fire water and LPG lines would be trenches to connect the new building and facilities.

**See next page for additional project information.**

**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]).]

**Jason Meyer**

Senior Environmental Planner

*Jason Meyer*

Signature

5/5/2020

Date

**Dave Melendrez**

Project Manager

*David Melendrez*

Signature

5/6/2020

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 the project is 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 bears the responsibility for, to conduct a project-specific environmental review under 23 USC 326 of the United States Code, consistent with the Memorandum of Understanding dated December 23, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

23 CFR 771.117(d): activity (d)(    )  
 Activity      listed in Appendix A of the MOU between FHWA and the State

**US Forest Service is the NEPA Lead Agency and has prepared separate documentation for the Categorical Exclusion determination.**

**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.

Senior Environmental Planner

Project Manager

Signature

Date

Signature

Date

Date of Categorical Exclusion Checklist completion: N/A

Date of ECR or equivalent: 4/30/2020

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

<b>01-DN-199</b> District-County-Route	<b>28.1</b> P.M./P.M.	<b>0F760/0116000060</b> E.A/Project No.	<b>N/A</b> Federal-Aid Project Number.
<p>Continued from page 1:</p> <p>All work would occur within the existing maintenance station, which is located on US Forest Service land and operates under a Special Use Permit. Biological, air, noise, energy, cultural, visual, water quality, and hazardous materials reviews have been completed. AL</p> <p><b>The following measures have been included as part of the project:</b></p> <ul style="list-style-type: none"><li>• New building, fences and other structures would be painted to match or compliment the color of the existing buildings and surroundings.</li><li>• No activity-generating maximum sound levels above 90 dB (excluding vehicle back-up alarms) would occur from January 31 to July 9—during the majority of the breeding season for northern spotted owl.</li><li>• Environmentally Sensitive Areas (ESA) would be designated on project plans and avoided during construction.</li><li>• Vegetation would be removed between September 1 and February 15, outside of the bird breeding season. If vegetation removal cannot be done within this window, then surveys by a qualified biologist would be required prior to the removal of any vegetation. If nesting birds are present, vegetation removal would not be permitted until a Caltrans biologist has coordinated with CDFW and given authorization to proceed.</li><li>• Caltrans Standard Special Provision (SSP) 7-1.02K(6)(j)(iii) Earth Material Containing Lead would be followed for safe handling of lead.</li><li>• Non-Standard Special Provision (NSSP) 14.11-11 Department Generated Contaminated Soil coordinated with NSSP 14-11.05 Stockpiling and Liner would be followed for excavation, trenching and stockpiling of contaminated soil.</li><li>• A Lead Compliance Plan and Health and Safety Plan would be prepared prior to construction.</li><li>• Before any ground-disturbing activities, the contractor would prepare a Water Pollution Control Plan (WPCP) that includes erosion-control measures and construction waste containment measures.</li><li>• Imported materials, such as sand and base rock, would come from weed free sources.</li></ul>			