

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

01-HUM-299 District-County-Route	1.9/37.8 P.M./P.M.	0F620/0116000035 E.A/Project No.	N/A Federal-Aid Project Number.
PROJECT DESCRIPTION: Briefly describe project including need, purpose, location, limits, and right-of-way requirements.			
<p>The proposed project would rehabilitate 20 drainage systems, on State Route 299 from post miles (PM) 1.9 to 37.8 in Humboldt County. The project is being proposed to preserve the roadways and prevent damage from storm events by repairing failing drainage systems. The project is needed because failure of any one of these 20 culvert systems during a storm event could severely damage the roadway. Work would include culvert replacement and rehabilitation with the following methods: cut-and cover replacement, abandon in place and install on a new alignment, or liner installation. Headwalls, inlets, and down drains would be replaced as needed. Rock slope protection (RSP) would be added at culvert outlets. Construction access would require tree and vegetation removal and grading. Staging and equipment storage would occur within the Caltrans right-of-way in the median and areas along the shoulder. One temporary construction easement and drainage easement would be obtained at PM 13.46, no permanent right of way acquisitions are required for this project.</p> <p style="text-align: center;">See next page for additional project information.</p>			
CALTRANS CEQA DETERMINATION (Check one)			
<input type="checkbox"/> Not Applicable – Caltrans is not the CEQA Lead Agency <input type="checkbox"/> 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:			
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)			
<input checked="" type="checkbox"/> Categorically Exempt. Class 1c. (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:			
<ul style="list-style-type: none"> • 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. 			
<input type="checkbox"/> 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		Robert King Project Manager	
<i>Jason Meyer</i>			
5/1/2020		5/1/2020	
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:			
<ul style="list-style-type: none"> • 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)			
<input checked="" type="checkbox"/> 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:			
<input type="checkbox"/> 23 CFR 771.117(c): activity (c)(___)			
<input type="checkbox"/> 23 CFR 771.117(d): activity (d)(___)			
<input checked="" type="checkbox"/> Activity 2 listed in Appendix A of the MOU between FHWA and the State			
<input type="checkbox"/> 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 Meyer Senior Environmental Planner		Robert King Project Manager	
<i>Jason Meyer</i>			
5/1/2020		5/1/2020	
Signature		Date	
Signature		Date	
Date of Categorical Exclusion Checklist completion: 4/30/2020		Date of ECR or equivalent: 4/30/2020	

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Continuation Sheet

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Following construction, disturbed areas would be graded to previous conditions and treated with erosion control BMP's, seeded, or planted with appropriate native plant species. Biological, air, noise, energy, cultural, visual, water quality, and hazardous materials reviews have been completed. AL

The following measures have been included as part of the project:

- Work within Waters of the US and State would be limited to June 15 – October 15, during the dry season.
- No proposed activity generating sound levels 20 dB or more above ambient sound levels or with maximum sound levels above 90 dB (excluding vehicle back-up alarms) would occur between February 1 and July 31 within suitable northern spotted owl nesting or roosting habitat.
- A revegetation plan would be developed and submitted with permit applications.
- Environmentally sensitive areas (ESA) would be off limits to construction personnel and equipment. These areas would be indicated on construction plans as ESAs and if needed, identified with signs, stakes, and/or temporary high-visibility fencing.
- At any work areas within or adjacent to a stream channel where surface waters are present, pre-construction surveys for amphibians would be conducted by a qualified biologist immediately prior to riparian vegetation removal and any soil disturbance or excavation. If any amphibians are found during pre- construction surveys, the qualified biologist would relocate them.
- Vegetation would be removed outside of the bird breeding season, between September 15 and February 1. If vegetation has not been cleared outside of the bird breeding season and construction is to begin after March 1, migratory bird surveys would be conducted by a qualified biologist.
- Additional Best Management Practices (ABMP's) from the NMFS (2013) Programmatic Biological Opinion for Caltrans' Routine Maintenance and Repair Activities Program would be implemented as appropriate to the project.
- Handling, removing, and disposing of earth material containing lead would follow NSSP 7-102K(6)(j)(iii).
- Handling, storing, transporting and disposing of treated wood waste would follow SSP 14-11.14.