



**EICEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM (rev. 05/2020)**

**Project Information**

**DIST-CO-RTE:** 01-HUM-101

**PM/PM:** 81.0/82.5

**EA:** 01-0K390

**Federal-Aid Project Number:** NA

**Project Description**

The project performed emergency tree removal and pruning on US Highway 101 between post miles (PM) 81.0 and 82.5 in Humboldt County. The project was to prevent damage and maintain service essential to public health, safety, and welfare. Work included removal of approximately 38 trees and pruning of 190 trees. Tree disposal included donating logs and large diameter branches to the Humboldt County Sheriff's Senior Wood Program and chipping and hauling smaller diameter limbs and branches to Fairhaven Power Plant.

**Project Description continued on page 3.**

**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** Enter class. (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**

Jason Meyer	<i>Jason Meyer</i>	9/23/2020
Print Name	Signature	Date

**Project Manager**

Sherry Constancio		09/23/2020
Print Name	Signature	Date



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM**

**Caltrans NEPA Determination** (Check one)

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, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(Enter activity number)**
- 23 CFR 771.117(d): activity (d)(Enter activity number)**
- Activity Enter activity number 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 December 23, 2016 and executed by FHWA and Caltrans.

**Senior Environmental Planner or Environmental Branch Chief**

NA

Print Name	Signature	Date

**Project Manager/ DLA Engineer**

NA

Print Name	Signature	Date

**Date of Categorical Exclusion Checklist completion:** NA  
**Date of Environmental Commitment Record or equivalent:** 9/14/20

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### Continuation sheet:

#### **Project Description Continued:**

Unsalvageable wood debris were ground for disposal at Steve Morris Logging. Staging occurred in and on the paved shoulders and lanes of Highway 101 and at the paved yard of the Braynard Mill. All work occurred within the State right of way and utilized bucket trucks, woodchippers, chain saws, dump trucks, an excavator for loading logs, skidsteer loader, motorized sweepers, an impact attenuator truck, pickups and cone trucks. The project did not include any ground disturbance. An Emergency Waiver was received from the California Coastal Commission on 2/14/2020. Biological and Visual assessments were completed. FZ

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

Conducting work prior to the nesting season avoided potential impacts to breeding birds.

##### Water quality:

- Street sweeping was implemented to collect debris from the roadway.
- A stabilized rock entrance was placed near the southern Braynard Mill entrance to allow stable access over the existing railroad tracks and eliminate any potential tracking.
- Wood removal from behind the existing guardrail was done by persons on foot or by using equipment staged on the existing pavement.
- No work was done in the ditch on the Bay side of the tree stands.

##### Best Management Practices:

- Equipment was inspected daily for leaks and completely cleaned of any external petroleum products, hydraulic fluid, coolants, and other deleterious materials prior to operating equipment.
- Measures were in place to prevent construction equipment effluents from contaminating soil or waters in or near the construction site, such as absorbent pads.
- Maintenance and fueling of construction equipment and vehicles occurred at least 50 feet away from the ordinary high-water mark (OHWM) of surface water or the edge of sensitive habitats (e.g., wetlands).
- The contractor was required to develop and implement site-specific BMPs and emergency spill controls.
- All unused material from the project was disposed off-site. The Caltrans Resident Engineer (RE) was responsible for ensuring all requirements for disposal of material were met by the contractor.