



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

<u>Project Information</u>		
DIST-CO-RTE: 01-HUM-096	PM/PM: 16.8/23.1	
EA: 01-0K430	Federal-Aid Project Number:	N/A
<u>Project Description</u>		
Hum 96 Coat Seal Maintenance project. See continuation sheet for project description and details.		

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 15301 1(c).** (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

Darrell Cardiff		11/19/20
Print Name	Signature	Date

Project Manager

Chris Ghidinelli		11/19/2020
Print Name	Signature	Date



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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

Signature lines for Senior Environmental Planner or Environmental Branch Chief and Project Manager/DQA Engineer, with a large 'Not Applicable' watermark across the center.

Date of Categorical Exclusion Checklist completion: N/A
Date of Environmental Commitment Record or equivalent: 11/19/2020

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).



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Continuation sheet:

<p>Hum-96 Seal Coat EA: 01-0K430 California Department of Transportation (District 1)</p>
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Project Description

Caltrans District 1 Maintenance plans to place a seal coat (micro-surfacing on top of rubber chip seal) as a form of preventative maintenance in Humboldt County on Route 96 in Humboldt County near Hoopa from the Rock Chute Viaduct to Klamath River Bridge spanning both the Weitchpec and Hoopa USGS 7.5" quads (PM 16.8/23.1). This work will provide preventative maintenance of the facility.

Work will consist of replacing asphalt concrete surfacing, placing crack treatment, removing existing stripe and pavement markers, placing the seal coat (micro-surfacing on top of rubber chip seal), shoulder-backing on existing shoulder-backing, and replacing pavement delineation. All work will be within the existing State right of way. Equipment staging will be confined to paved surfaces and existing non-vegetated turnouts. Construction Area Signs and Portable Changeable Message Signs will be placed at Hum-96 PM 15.6/24.3 and Hum-169-32.6/33.8 with negligible soil disturbance. There will be no tree removal.

The project is expected to be awarded in Summer of 2021 and estimated to occur over approximately 30 working days. Some work activities will be conducted during the nighttime to increase worker traffic safety and reduce impacts to daytime travelers. Specific equipment will vary by contractor but may include the following: pavement grinders, asphalt pavement spreaders, rollers, loaders, dump trucks, pavement saws, brooms, and paint rigs.

Traffic Control

The contractor would be required to manage traffic in compliance with Caltrans Traffic Management Plan for the project and the 2018 standard specifications. Lane closures are required. Work will only occur within Caltrans's right of way.

Environmental Commitments

- The contractor will be required to implement all applicable measures within the contract including Sediment and Erosion control measures from Caltrans's 2018 Standard Specifications and Plans.
- Required invitation to the Tribe and THPO to the pre-construction meeting between Caltrans and the selected Contractor.
- Ceremonial Restrictions; no work will be allowed which may interfere with Tribal Ceremonies.
- Cultural Tailgate meeting to be held immediately prior to the commencement of actual construction activities.
- Cultural Monitoring for construction activities.
- COVID-19 requirements – adhere to contractor requirements for work on the Yurok Reservation.



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- Use SSP 7-1.02K(6)(j)(iii) for earth materials containing lead.
- Use SSP 84-9.03B for thermoplastic/ paint striping removal containing lead.
- Use SSP 36-4 when removing thermoplastic striping containing lead by cold planning or grinding.
- Maximize use of recycled materials.
- Lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.
- Non-disturbance of adjacent vegetation throughout the project limits.

Environmental Analysis

Aesthetic/Visual

A Visual Impact Assessment level questionnaire was completed on July 21, 2020. The project will result in minimal negative visual changes to the environment and will impacts will be less-than-significant.

Air Quality/Noise/Greenhouse Gas

An environmental document assessment for air quality, noise, and greenhouse gas (GHGs) impacts was conducted on May 14, 2020. According to the assessment, the project is a Type III project that will not cause an increase in operational or long-term impacts on air quality, noise, or GHGs, but will have construction related (short-term) impacts. Generation of short-term construction related noise, and the generation of short-term construction air emissions of fugitive dust and exhaust from construction equipment are to be controlled and reduced through the use of the 2018 standard specifications (e.g. Section 14-9). Additionally, the project will not generate operational GHG emissions, nor contribute to a cumulatively considerable impact, and would implement GHG reduction or avoidance measures (standard BMPs) where feasible to reduce construction GHG emissions. Therefore, project impacts are compliant with all applicable plans and will be less-than-significant.

Biological Resources

A Biological Resources Evaluation Memo was completed by Caltrans on June 22, 2020. The project will have no take of any species federally or state listed, candidate, or proposed for listing. The project will not impact any designated critical habitat or essential fish habitat. Sensitive plants are likely to be present adjacent to the project, and the project work will occur within the paved roadway, except for placement of construction signs. The project will limit these ground disturbance activities, therefore, project impacts to sensitive plants are less-than-significant.

This project will cross several jurisdictional waters (Trinity and Klamath Rivers and tributaries) and may be adjacent to jurisdictional wetlands. The Trinity River and Klamath River are designated a Wild and Scenic river. However, the project will not result in any impacts to waters or wetlands.

Cultural Resources and Water Quality



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While all work will occur within the Caltrans Right-of-Way, State Route 96 occurs within the tribal jurisdictions for the Hoopa and Yurok tribes. Caltrans consulted with the tribal historical preservation officer and the water quality representative for each tribe. Through this coordination, environmental commitments were made to include the tribes in the pre-construction and construction process. A cultural memo was completed by Caltrans on September 14, 2020. Based on the scope of the construction activities, these undertakings have no potential to affect historic properties.

Additionally, the Yurok water quality manager requested that a Water quality permit application be submitted in order to codify the information of the project. Environmental commitments related to the Cultural resources and Water quality are summarized in the Environmental Commitments section of this CE and will be incorporated into the Environmental Commitments Record (ECR) for the project. Project impacts will be less-than-significant.

Hazardous Waste

An electronic Initial Site Assessment was completed by Caltrans on March 5, 2020. Based on the review, minor hazardous waste/materials will be encountered within project limits. These issues are routine construction issues that will be managed in the construction contract through standard BMPs and the inclusion of any Special Standard Provisions (SSPs). As a result, the project will not have any impacts related to hazardous waste and will be less-than-significant.

Other Environmental Resources

Portions of the project are part of an eligible scenic highway, but project activities will not affect or change its designation. The project will occur adjacent to the communities of the Hoopa and Yurok tribe and will have temporary traffic delays during the construction project. However, no permanent impacts will occur. The project will implement Standard BMPs and project measures that will ensure there are no impacts to environmental resources.

Finally, the project qualifies for a categorical exemption under CEQA Guidelines Section 15301 - Existing Facilities (1)(c) and will not have any exceptions or significant impacts removing the project from the exemption.

Permits

- USEPA Water Quality Permit – Yurok Tribe Environmental Program Yurok Tribe Water Quality Control Plan Construction General Permit 20-008 (“YTWQCP-20-008”).