



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 11/2020)**

Project Information

Project Name (if applicable): Little Larabee Wall

DIST-CO-RTE: 01-HUM-36

PM/PM: 25.4/26

EA: 0G921

Federal-Aid Project Number: N/A

Project Description

Caltrans proposes to permanently restore the roadway at post mile (PM) 25.4 to 26.0 on State Route (SR) 36 near Bridgeville in Humboldt County. (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 1.** (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>	2/16/2021
Print Name	Signature	Date

Project Manager

Powell Yang	<i>Powell Yang</i>	2-16-21
Print Name	Signature	Date



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Caltrans NEPA Determination (Check one)

Not Applicable

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 4 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

Jason Meyer (Print Name), Jason Meyer (Signature), 2/16/2021 (Date)

Project Manager/ DLA Engineer

Powell Yang (Print Name), Powell Yang (Signature), 2-16-21 (Date)

Date of Categorical Exclusion Checklist completion: 2/16/2021
Date of Environmental Commitment Record or equivalent: 2/16/2021

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:

Work would include construction of a 328 foot-long, 40-foot-tall soldier pile ground anchor (SPGA) with four rows of walers, below the eastbound shoulder. Midwest Guardrail System (MGS) and cable railing would be installed on the top of the wall, from PM 25.64 to PM 25.73. An overlay of Hot-Mix-Asphalt, would be placed, beginning just west of the paved turnout and staging area at PM 25.47 and ending east of the wall location and curve at PM 25.77. A centerline rumble strip with recessed markers will be ground in within the paving limits. The existing culvert system and down drain at PM 25.69 would be removed and the new drainage system would be modified to avoid conflict with the proposed SGPA wall. A new 24-inch culvert, approximately 200-feet long, would be installed parallel to the westbound shoulder, then connected to new drainage inlet and 24-inch, 53-foot-long APC cross culvert west of the existing location. The cross culvert would drain to a 100-foot-long 24-inch down drain, that would outlet to an existing rock energy dissipator at the outlet of the existing system. Widening of the shoulder on the eastbound side is proposed from PM 25.54 to 25.74 (25.54 to 25.62 would be widened to 4 feet, then tapered to 16 feet wide). The westbound shoulder would also be widened to 4 feet, from PM 25.50 to 25.69. The purpose of the project is to permanently restore the roadway to pre-storm damage conditions, reduce the risk of future damage and improve resilience of the highway facility. The project is needed because this location has a history of recurring slope failures and associated damage, and future storm events are likely to contribute to the risk of roadway loss. All work would occur within the Caltrans Right of Way. Biological, air, noise, cultural, visual, water quality, and hazardous materials reviews have been completed.

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

- Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around Environmentally Sensitive Areas (ESA)
- Immediately prior to culvert work, a qualified biologist would conduct pre-construction amphibian surveys and relocate amphibians if found
- Drainage work would be restricted to the period between June 15 to October 15
- No suitable Northern spotted owl nest trees would be removed during the nesting season (February 1 through September 15). No construction activities generating noise levels greater than 90 decibels (dB) (with the exception of backup alarms) or activities generating sound levels 20 or more dB above ambient sound levels would occur between February 1 and July 31.
- Pre-construction surveys for active raptor nests within one-quarter mile of the construction area would be conducted by a qualified biologist within one week prior to initiation of construction activities.
- Vegetation removal would be restricted to September 16 through January 31, or, if vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week of removal. If an active nest is located, the biologist would coordinate with the California Department of Fish and Wildlife (CDFW) to establish appropriate species-specific buffer(s) and any monitoring requirements.



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- NMFS ABMP's from the Programmatic Biological Opinion would be implemented.
- A Lead Compliance Plan would be prepared prior to construction
- Excavated soils would be managed following NSSP 7-1.02K(6)(j)(iii) EARTH MATERIALS CONTAINING LEAD
- Thermoplastic stripe grinding activities would follow SSP 36-4 CONTAINING LEAD FROM PAINT AND THERMOPLASTIC