



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

<b><u>Project Information</u></b>	
<b>Project Name (if applicable):</b> HUM-101 Culvert Replacements 2021	
<b>DIST-CO-RTE:</b> 01-HUM-101	<b>PM/PM:</b> 94.95/121.95
<b>EA:</b> 01-0K880	<b>Federal-Aid Project Number:</b> N/A
<b><u>Project Description</u></b>	
Please see continuation sheet for project description and details.	

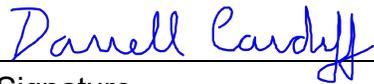
**Caltrans CEQA Determination** (Check one)

- 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 15302.** (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		07/02/2021
Print Name	Signature	Date

**Project Manager**

Nanette Nickerson		07/06/2021
Print Name	Signature	Date



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Caltrans NEPA Determination (Check one)

[X] 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 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 and Project Manager/DEA Engineer, with 'Not Applicable' text overlaid.

Date of Categorical Exclusion Checklist completion: N/A
Date of Environmental Commitment Record or equivalent: 6/29/2021

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:**

**HUM-101 Culvert Replacements 2021  
EA: 01-0K880  
California Department of Transportation (District 1)**

**Project Description**

Caltrans Maintenance proposes to replace drainage systems identified by the Culvert Inspection Program as deteriorated and beyond their useful service life. Without replacement, the roadway could be subject to washout, requiring more extensive roadway reconstruction. In the drainage systems, five culverts are identified for replacement in-kind (no expansion).

Culverts will be replaced in-kind as close to the existing alignment (horizontal/vertical) as possible. All work will be done from the roadway and/or roadway embankment fill, and ample shoulder and turnout areas available throughout the project limits for temporary material and equipment storage. Current plans are for Corrugate Steel pipe (CSP) culverts, but culverts in areas of high soil moisture may be replaced with high-density polyethylene (HDPE) or other moisture-stable material rather than CSP to provide additional life expectancy for the new culvert. All culverts are located on Route 101 in Humboldt County in various locations from Postmile 94.95 to Postmile 121.95 in the Rodgers Peak, Orick, and Arcata North 7.5" USGS quads. Table 1 outlines the proposed work for each culvert included in the project scope. The project is State funded only.

**Table 1. Culvert Locations and Proposed Work**

DS#	County	Route	P.M.	Existing Dia. (in.)	Existing Pipe Type	Existing Pipe Removal Length	Proposed Construction
1	HUM	101	94.95	1.5	CSP	30	Replace existing 18" CSP down drain with 18" CSP down drain.
						74	Replace existing 18" CSP with 18" CSP.
2	HUM	101	112.07	1.5	CSP	59	Replace existing 18" CSP with 18" CSP
3	HUM	101	112.11	1.5	CSP	55	Replace existing 18" CSP with 18" CSP
4	HUM	101	119.46	1.5	CSP	122	Replace existing 18" CSP with 18" CSP.
5	HUM	101	121.95	1.5	CSP	71	Replace existing 18" CSP with 18" CSP. Install type G1 DI. Tie into existing outlet structure.



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The project is expected to begin in the August 2022 and estimated to occur over approximately 30 working days. Night work is not anticipated. If some activities are required during the night, the contractor would comply with Caltrans Standard Specifications and the Environmental Commitment Record. The project is expected to utilize a variety of equipment including excavators, backhoe, dump trucks, cement mixer or slurry truck, compactor, vibratory plate, asphalt pavement spreaders, rollers, loaders, pavement saws, and paint rigs.

### Traffic

Traffic control will be maintained by the contractor in accordance with the Caltrans Traffic Management Plan (TMP) and the Standard Plans. The TMP includes requirements related to lane closures, flagging, notification, and coordination with other projects. The proposed project will include one-lane reversing closures where applicable and delays up to 15 to 20 minutes.

### Environmental Commitments

- Sediment and Erosion Control – The contractor will implement all applicable measures within the contract including Caltrans’s 2018 Standard Specifications and Plans.
- Protect Northern Red-Legged frogs at PM 94.95, 119.46, and 121.95 by:
  - Having an approved contractor supplied biologist present during culvert removal, and culvert installation to capture and relocate frogs.
  - Appropriately screening pump intake to prevent take of frogs.
- Protect Wetland vegetation by:
  - Delineating the limits of construction activity and extent of heavy equipment access with ESA fencing.
  - Scheduling construction to occur in late summer low-water conditions.
  - Conducting surface downdrain replacement at PM 94.95, by hand installation within the footprint of the removed downdrain. Jute or straw mat erosion control BMP will be placed under the replacement downdrain to facilitate emergence of wetland plants and protect exposed soil.
  - Excavating and conserving the rhizomes of perennial wetland plants within the top 12-inches of soil at PM 119.46. Stockpile of conserved top soil will not exceed 3-feet deep. Upon completion of culvert installation and as final backfill, conserved soil will be spread and leveled, but not compacted. Exposed soil BMP shall not include persistent seed mixes.



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- Migratory Birds
  - Construct outside the nesting season (February 1 – August 31), or:
  - Conduct pre-construction survey by an approved contractor supplied biologist to identify any bird nesting locations. If nesting birds are present within 100-feet, implement specific avoidance measures approved by CDFW to prevent nest disturbance.
  
- Use SSP 7-1.02K(6)(j)(iii) for disturbance of earth materials containing aerially deposited lead

### Environmental Analysis

#### **Aesthetic/Visual**

A Visual Impact Assessment level questionnaire was completed on June 3, 2021. The project will result in minimal negative visual changes to the environment and 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 February 22, 2021. 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 April 16, 2021. The determination of “no take” of listed Coho, Chinook, eulachon, tidewater goby and steelhead and “no impact” to critical habitat was made for this project. Ground disturbance related to construction will be minor, will not involve the removal of vegetation essential to fish habitat, and will not extend into critical habitat or Essential Fish Habitat in Redwood Creek or Big Lagoon.

A determination of “no take” was made for listed northern spotted owl, marbled murrelet, western snowy plover and yellow-billed cuckoo since they are not present and suitable or critical habitat is not present.



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A determination of “no take” was made for listed plants identified in CNDDDB as being within the USGS Quadrangles this project is in. No habitat or occurrences of listed plants are identified on this project.

Avoidance measures will be implemented to ensure the project will have no take of any species federally or state listed, candidate, (or proposed for listing). As a result, impacts are considered less-than-significant.

### **Wetlands and Jurisdictional Waters**

A delineation of jurisdictional wetlands and a jurisdictional waters assessment was completed by Caltrans on February 4, 2021. The delineation determined that culverts 1 and 4 are within jurisdictional wetlands and jurisdictional waters (CDFW, ACOE, LCP appeal jurisdiction) and culvert 5 has a small 3-parameter wetland within the ditch next to the redwood box drop inlet, and the off-site source for the majority of the flow in the culvert originates from a CDFW jurisdictional incised channel on the hillside. Culverts 2 and 3 are not within jurisdictional waters but are within the coastal zone (LCP appeal jurisdiction).

Construction will result in minor temporal impacts to wetlands due to the excavation and installation of the culverts. Impacts will be limited to the area directly over the culvert within the imported highway embankment fill. The project will not increase the area of disturbance already associated with the drainage facility. Native wetland and upland vegetation is expected to recolonize the disturbed area upon completion of the construction. Construction within the wetlands will include delineated limits for activity and soil conservation measures to preserve wetland plant rhizomes for plant re-establishment. BMP soil treatments will not include persistent plant species in the erosion control mix.

There will be no net loss of wetlands. Temporal loss of wetland vegetation will be localized to the immediate footprint of the culvert and will not be persistent. No mitigation for direct or temporal impacts to wetlands is necessary.

Culverts 1-5 of Table 1 are located within the appeal jurisdiction of the Coastal Zone. Humboldt County will be coordinated with to determine the level of coastal coverage needed to comply with the California Coastal Act. With this coordination, impacts to coastal resources are considered less-than-significant.

### **Cultural Resources**

A screening memo was completed by Caltrans on May 20, 2021. Based on the scope of the construction activities, these undertakings have no potential to affect historic properties or cultural resources.

### **Hazardous Waste**

A Preliminary Site Investigation and Initial Site Assessment were completed May 25, 2021. Based on the review, lead concentrations in the soil are considered non-hazardous and would qualify as non-regulated materials for unrestricted use.



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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. SSPs are listed in the Environmental Commitment Section of this Categorical Exemption (CE).

### **Other Environmental Resources**

All work will be conducted within Caltrans's right of way. Implementation of Standard BMPs and standard measures will ensure there are no impacts to environmental resources. Finally, the project qualifies for a categorical exemption under CEQA Guidelines Section 15302 – Replacement or Reconstruction and will not have any exceptions or significant impacts removing the project from the exemption.

### **Permits**

- USACE – 404 Nationwide Permit 3
- NCRWQCB – 401 Water Quality Certification or Waste Discharge Report
- CDFW - 1602 Lakebed and Stream Alteration Permit
- Humboldt County – Coastal Exemption or Permit