

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

01-DN-101	21.23	01-0G210	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

Caltrans proposes a permanent restoration project near Crescent City, at 0.2 mile north of the Cushing Creek Viaduct. The project is needed due to damage to the roadway that occurred as a result of a storm on December 24, 2015. Saturating rainfall from the storm caused a landslide below the roadway that resulted in the failure of an existing soldier pile retaining wall and loss of the adjacent southbound (SB) traveled lane and shoulder of U.S. Highway 101. Caltrans proposes to build a Soldier Pile Ground Anchor Wall. All work will occur within the existing Caltrans right of way.

CALTRANS CEQA DETERMINATION (Check one)

Not Applicable – Caltrans is not the CEQA Lead Agency 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:

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
 Categorically Exempt Class . (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:

- 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.

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].)]

Dana York

Print Name: Senior Environmental Planner or Environmental Branch Chief



Signature

10/1/2019
Date

Jaime Matteoli

Print Name: Project Manager



Signature

10/1/19
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:

- 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)

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:

- 23 CFR 771.117(c): activity (c) ()
- 23 CFR 771.117(d): activity (d) ()
- Activity 4 listed in Appendix A of the MOU between FHWA and the State**

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.

Dana York

Print Name: Senior Environmental Planner or Environmental Branch Chief



Signature

10/1/2019
Date

Jaime Matteoli

Print Name: Project Manager/DLA Engineer



Signature

10/1/19
Date

Date of Categorical Exclusion Checklist completion: 10-01-2019

Date of ECR or equivalent : 08/08/2019

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

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The scope of work includes rebuilding the structural section of the southbound (SB) lane and shoulder; placing high friction surface treatment from the edge of pavement (EP) to EP; upgrading the existing metal beam guardrail to Midwest Guardrail System; replacing the edge mumble strips; replacing the existing culvert and rock-lined ditch outside of the retaining wall; removing and replacing existing dike; reconstructing of median barrier; and reconstructing the underdrain adjacent to the northbound (NB) shoulder. The purpose of this project is to restore the roadway to pre-storm damage condition, minimize the extent of existing damage, and preserve the remaining facility.

Air, biological, cultural, noise, section 4(f), visual, water quality, and hazardous materials reviews have been completed, and there are no anticipated impacts on these resources with the incorporation of the measures identified below. No environmental permits are required for this project.

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

- Work windows will be implemented for both the Marbled Murrelet (MAMU) and Northern Spotted Owl (NSO) per the Programmatic Letter of Concurrence with U.S. Fish and Wildlife Service.
 - No noise above 90dB Feb 1-August 5.
 - No noise above 100dB (20 dB above ambient)
 - August 5-Sept 15 from 2 hours pre-sunset and post-sunrise.
- Crane mat will be used for the existing access road as needed to avoid impact to tree roots.
- Vegetation removal should occur between September 15th – February 1st to avoid any potential nesting birds.
- Visually reduce the newness of the concrete median barrier.
- The barrier rail will be painted or stained a forest green or brown to help blend the railing into the forested setting.
- Standard Special Provision (SSP) 7-1.02K(6)(i)(iii) for earth material containing lead.
- SSP 36- 4 for grinding waste.
- SSP 14-11.14 for Treated Wood Waste.

Governor's Office of Planning & Research

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STATE CLEARINGHOUSE