





CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

01-HUM-36 District-County-Route	25.4/26.0 P.M./P.M.	0G921/0117000220 E.A/Project No.	N/A Federal-Aid Project Number.
PROJECT DESCRIPTION: Briefly describe project including need, purpose, location, limits, and right-of-way requirements.			
<p>Caltrans proposes to conduct a geotechnical investigation adjacent to State Route 36 at post mile (PM) 25.7 in Humboldt County. The geotechnical investigation is being proposed to provide subsurface data to support the design and installation of a proposed permanent restoration retaining wall project. The geotechnical investigation is needed to estimate the depth to failure surface and assess the foundation conditions at of the wall layout line. 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. Work would include three mud-rotary borings downslope from the shoulder of SR 36. The boreholes would be accessed from the existing pullouts adjacent to the eastbound shoulder. The pullouts and the adjacent slope would be graded to create level surfaces for equipment. All work would occur within Caltrans Right of Way. Biological, air, noise, cultural, visual, water quality, and hazardous materials reviews have been completed. AL</p> <p align="center">See next page for additional project information.</p>			
CALTRANS CEQA DETERMINATION (Check one)			
<input type="checkbox"/> Not Applicable – Caltrans is not the CEQA Lead Agency		<input type="checkbox"/> 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:			
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)			
<input checked="" type="checkbox"/> Categorically Exempt. Class 6. (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:			
<ul style="list-style-type: none"> • 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. 			
<input type="checkbox"/> 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].)]			
<u>Jason Meyer</u> Senior Environmental Planner  Signature		<u>Robert King</u> Project Manager  Signature	
2-26-2020 Date		2/26/20 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:			
<ul style="list-style-type: none"> • 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)			
<input checked="" type="checkbox"/> 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:			
<input checked="" type="checkbox"/> 23 CFR 771.117(c): activity (c)(24)			
<input type="checkbox"/> 23 CFR 771.117(d): activity (d)(__)			
<input type="checkbox"/> Activity __ listed in Appendix A of the MOU between FHWA and the State			
<input type="checkbox"/> 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.			
<u>Jason Meyer</u> Senior Environmental Planner  Signature		<u>Robert King</u> Project Manager  Signature	
2-26-2020 Date		2/26/20 Date	
Date of Categorical Exclusion Checklist completion: 2/26/20		Date of ECR or equivalent: 2/26/20	

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Continuation Sheet

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

- No trees would be removed during the migratory bird breeding season (September 15 through February 1). If shrub or herbaceous vegetation removal occurs during the nesting bird season, then a qualified biologist would survey the area 5 days before vegetation removal to ensure no nesting birds are present.
- No trash or foodstuffs would be left or stored on-site. All trash would be deposited in a secure container and disposed of at an approved garbage facility. On-site workers would not attempt to attract or feed any wildlife.
- Appropriate water quality best management practices (BMP's) would be implemented to contain spills and leaks and prevent storm water pollution. Disturbed areas would be treated for erosion control.