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

Project Information

DIST-CO-RTE: 01-HUM-101 **PM/PM:** 48.3/58.8

EA: 01-0K540 **Federal-Aid Project Number:** **N/A**

Project Description

Scotia Micro-surfacing 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	Darrell Cardiff	09/01/2020
Print Name	Signature	Date

Project Manager

for Chris Ghidinelli	Curtis D. Colburn	09/04/2020
Print Name	Signature	Date

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

N/A	**N/A**	**N/A**
Print Name	Signature	Date

Project Manager/ DLA Engineer

N/A	**N/A**	**N/A**
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion: N/A
Date of Environmental Commitment Record or equivalent: 8/20/2020

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).

Continuation sheet:

Scotia Micro-surfacing
EA: 01-0K540
California Department of Transportation (District 1)

Project Description

Caltrans District 1 Maintenance plans to place micro-surface in Humboldt County on Route 101 near Scotia from Eel River BOH (Richard Fleischer Memorial) to 1.1 mile north of route 36/101 Separation. This work will provide preventative maintenance for these sections of roadway.

Work will consist of replacing asphalt concrete surfacing, placing crack treatment, removing existing stripe and pavement markers, placing micro-surfacing, 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-36 PM 0.0/2.2, Hum-101 PM R45.3/61.8, and Hum-254 PM 44.3/46.5 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 45 working days. Some work activities will be conducted during nighttime hours to increase worker traffic safety and reduce impacts to daytime travelers. Specific equipment will vary by contractor but may include the following: Specific equipment will vary by contractor but may include the following: pavement grinder, bituminous distributor, asphalt paver, crack sealing trailer, macro paver, steel drum vibratory roller, preheat thermoplastic trucks, primer application trucks, supply flatbed trucks, two truck mounted attenuator vehicles, hand propelled thermoplastic application machine, pilot trucks, light plants with generators, and Portable Changeable Message Sign (PCMS) boards.

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 and some ramp closure are required. Work will only occur within Caltrans's right of way.

Environmental Commitments

- Sediment and Erosion Control – The contractor will implement all applicable measures within the contract including Caltrans's 2018 Standard Specifications and Plans.
- Use SSP 7-1.02K(6)(j)(iii) – for earth materials containing lead
- Use SSP 84-9.03B for thermoplastic/ paint striping
- Use SSP 36-4 when removing thermoplastic by cold planning or grinding
- No disturbance of vegetation throughout the project limits
- Noise level restrictions

  - February 1 through August 5: Do not perform work that generates noise levels above 90 dBA LMax or 20dBA above ambient noise levels
  - August 6 through September 15: Work that generates noise levels above 90dBA LMax is restricted to the time period from 2 hours after sunrise to 2 hours before sunset.
  - September 16 through January 31: Comply with section 14-8.
  - Measure the noise level at 50 feet from the source of the noise generating activity. Backup alarms are excluded from the noise requirements.
- Lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.
- Equipment and materials staging and storage will occur on paved roads and non-vegetated turnouts only.
- From Postmile R48.3-50.5 no night work with artificial lighting is allowed from February 1- July 9.

Environmental Analysis

Aesthetic/Visual

A Visual Impact Assessment level questionnaire was completed on August 15, 2020. 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 June 4, 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 July 22, 2020. Critical habitat for Northern Spotted Owl (NSO) and Marbled Murrelet (MAMU) do not occur in or just adjacent to the project area. However, NSO activity centers and suitable habitat are present near Route 101 from PM R48.3 to approximately PM 50.50 (South Scotia Road). The adjacent habitat was not surveyed. Suitable and previously occupied habitat must be assumed occupied. MAMU observations were made within this range of post miles but do not contain elements suitable for nesting. No avoidance measures are required for MAMU, but avoidance measures presented in the environmental commitments section of this Categorical Exemption (CE) will avoid potential disturbance (take) of both MAMU and NSO as well as avoid disruption of essential habitat elements

of suitable habitat for NSO. With the implementation of avoidance measures, the project will not result in take of NSO or adversely affect suitable habitat.

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 potentially present adjacent to the project but will not be affected by the project.

There are no known jurisdictional waters or wetlands on this project. The project will not result in any impacts to waters or wetlands.

Cultural Resources
A screening memo was completed by Caltrans on April 28, 2020. Based on the scope of the construction activities, these undertakings have no potential to affect historic properties.

Hazardous Waste
An electronic Initial Site Assessment was completed by Caltrans on August 10, 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
All work will be conducted within Caltrans's right of way. A water quality assessment checklist was completed and concluded that the project will not need a permit or a water quality assessment. Implementation of Standard BMPs and standard measures will ensure there are no impacts to environmental resources. Portions of the project are part of an eligible scenic highway and occur over or adjacent to the Eel River (recreational) and the Van Duzen (recreational) River. The project activities will not affect or change any of these designations. 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

No permits are required for this project.