

CEQA EXEMPTION/ NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 04/2021)

**Project Information**

**Project Name** (if **applicable):** Myers Flat Cape Seal Project

**DIST-CO-RTE:** 01-HUM-254 **PM/PM:** 0.2/16.8

**EA:** 01-0L370 **Federal-Aid Project Number:** NIA

**Project Description**

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.)

0 **Categorically Exempt. Class** 15301. (PRC 21084; 14 CCR 15300 et seq.)

0 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 vvithin 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**

Print Name

**Project Manager**

**Chris Ghidinelli**

12-01-21

Date

12/06/2021



Print Name Signature Date

Page **1** of6

**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](https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-30-categorical-exclusions#exception) 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**

Not Applicable

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Print Name |  | Signature |  | Date |

**Project Manager/ DLA Engineer**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Print Name |  | Signature |  | Date |

**Date of Categorical Exclusion Checklist completion (if applicable):** N/A

**Date of Environmental Commitment Record or equivalent: 12/2/2021**

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).

**Continuation sheet:**

**Myers Flat Cape Seal Project EA: 01-0L370**

**California Department of Transportation (District 1)**

# Project Description

Maintenance is developing a project on Route 254 in Humboldt County at Myers Flat from 0.2 mile south of South Fork Eel River Br & Sep (101/254) to 1.0 mile south of Weott Sidehill Viaduct. The project is located in the Myers Flat, Miranda, and Weott 7.5” USGS quadrangles along HUM-254 starting south of the town of Phillipsville at post mile (PM) L 0.2 as it diverges from HUM-101and continues north through the towns of Phillipsville, Miranda, and Myers Flat to PM 16.8 opposite the Burlington State Park entrance. HUM-254 is also known as the Avenue of the Giants, a scenic alternative through the old growth redwood forest. HUM-254 crosses through Humboldt Redwoods State Park.

Work will consist of replacing asphalt concrete surfacing, placing crack treatment, removing existing stripe and pavement markers, placing rubber chip seal, placing micro- surfacing, placing shoulder backing on existing shoulder backing (at locations with existing low shoulders at EP), replacing rumble strips, 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 (PCMS) will tentatively be placed at Hum-101-R16.1/R19.7, R26.1/R29.7 and Hum-254-L0.2/17.8 with negligible soil disturbance. There will be no tree removal.

The project is expected to begin in the Spring of 2022 and estimated to occur over approximately 65 working days. Night work may be required. If some activities are required during the night, the contractor would comply with Caltrans Standard Specifications and requirements including specifications for noise and avoidance measures related to Northern Spotted Owl and Marbled Murrelet. See Environmental Commitments for specific measures.

The project is expected to utilize a variety of equipment including: Loader, Skip Loader, Steel Drum Rollers, Pneumatic-tired Rollers, Kick Broom, Pick-up Broom, Bituminous Distributor, Oil Pot, Asphalt Paver, Macro Paver, Chip Spreader, Crew Trucks, Utility Truck, Mechanics Truck, Pavement Grinder (Tungsten-carbide), Crack Router, Crack Seal Machine, Water Truck, Water Buffalo, 10-Yard Trucks (chips and shoulder backing transport), Shoulder Machine, Thermoplastic Striper Machine, Thermoplastic Pavement Marking Machine, Flatbed Trucks, Trailers, Traffic Control Truck (with roof mount arrow board), Shadow Vehicle (with roof mount arrow board), and PCMS Boards.

# 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

* Use SSP 7-1.02K(6)(j)(iii) for earth materials containing lead
* Use SSP 84-9.03B for thermoplastic/ paint striping for pavement delineation removal
* Use SSP 36-4 when removing thermoplastic by cold planning or grinding
* Use Noise level restrictions NSSP 14-6.03 and 14-8.02:
	+ February 1 through July 31: Do not perform work that generates noise levels above 90 dBA LMax or 20 dBA above ambient noise levels.
	+ 1.2 August 1 through January 31: Work that generates noise levels above 90dBA LMax is restricted to the time period from 2 hours after sunrise to 2 hours before sunset.
	+ 1.3 September 16 through January 31: Comply with section 14-8.
	+ 1.4 Measure the noise level at 50 feet from the source of the noise generating activity. Backup alarms are excluded from the noise requirements.
	+ Remove vegetation between September 16 and January 31
* Implement Bird and Bat avoidance measures:
	+ Work under bridges will be restricted to daylight hours only. Work on bridge decks may occur at night with no construction related lighting shining under the bridge. No work may occur on the underside of the bridges.
* Staging and storage of equipment and materials will occur on paved roads and non-vegetated turnouts only.

# Environmental Analysis

**Aesthetic/Visual Resources**

A Visual Impact Assessment and Scenic Resource review was conducted September 23, 2021. The review determined that there will be no noticeable changes in the visual environment or to scenic resources. Therefore, impacts are less-than-significant.

# Air Quality, Noise, and Greenhouse Gases

An environmental document assessment for air quality and greenhouse gas (GHGs) impacts was conducted August 13, 2021, and a noise review was conducted on September 2, 2021. According to the assessments, 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 (memo) was completed by Caltrans on October 28, 2021. The memo evaluated impacts to fish, plants, birds, bats, and jurisdictional waters and determined the following:

* “No take” for listed plants identified in CNDDB
* “No take” of listed SONCC Coho, CC Chinook or NC steelhead
* “No effect” to Critical Habitat or Essential Fish Habitat and
* “No take” to Northern Spotted Owl (NSO) or Marbled Murrelet (MAMU).
* “No impacts” to any species identified by CDFW as a special species of concern
* No work will occur over jurisdictional waters

Due to presence of suitable and critical habitat for NSO and MAMU throughout the project, avoidance measures listed in the environmental commitments section of this CE will be implemented to ensure the project will have no take. Additionally, birds and bats that may be present under bridge structures will be avoided with measures outline in the environmental commitment section. As a result, impacts are considered less-than- significant.

# Cultural Resources

A screening memo was completed by Caltrans on September 24, 2021. Based on the scope of the construction activities, these undertakings have no potential to affect historic properties or cultural resources.

# Hazardous Waste

An Initial Site Assessment was completed July 1, 2021. 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 Resources

All work will be conducted within Caltrans’s right of way. Construction noise and delays to traffic will be temporary during construction. No work will occur over water.

Recreational resources (e.g. campgrounds) will remain open. Implementation of

environmental commitments, and standard BMPs will ensure there are no impacts to environmental resources.

# Permits

Regulatory permits are not required for this project.