

CATEGORICAL EXEMPTION/6004 CATEGORICAL EXCLUSION DETERMINATION FORM

Revised July 1, 2007

01 - HUM - 0 - CR

42.65

01-924736L

ER 4400(051)

Dist.-Co.-Rte. (or Local Agency)

P./M.P./M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION: (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities)

Enter project description in this text box. Use Continuation Sheet, if necessary

See continuation sheet for details:

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- 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.

CALTRANS CEQA DETERMINATION

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

Based on an examination of this proposal, supporting information, and the above statements, the project is:

Categorically Exempt. Class _____. (PRC 21084; 14 CCR 15300 et seq.)

Categorically Exempt. General Rule 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 (CCR 15061[b][3])]

Signature: Environmental Branch Chief Date Signature: Project Manager 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) (http://www.fhwa.dot.gov/hep/23cfr771.htm - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, it is determined that this project comes from a currently conforming Regional Transportation Plan and Transportation Improvement Program or is exempt from regional conformity.

CALTRANS NEPA DETERMINATION

Section 6004: 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 (MOU) dated June 7, 2007, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771 activity (c)(____)
• 23 CFR 771 activity (d)(____)
• Activity _4_ listed in the MOU between FHWA and the State

Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 326.

Signature: Environmental Branch Chief Date Signature: Project Manager/DLA Engineer Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of exemption from regional conformity, or use of CO Protocol; §106 commitments; § 4(f); § 7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). Revised July 1, 2007

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

PROJECT DESCRIPTION
Humboldt County Emergency Relief (ER) Project[ER 4400(051)]
(Humboldt County Department of Public Works)

The project is located on Alderpoint Road at PM 42.65. The project is an Emergency Relief (ER) project that is a result of the 2005-2006 winter storms. The storms resulted in slipout of the hillside and steep cut bank on the west side of the road.

General Construction Activities

The proposed project is to construct a stabilization trench with drainage in the slipout, reconstruct, and repave the roadway.

An L-shaped area 130 ft long x 18 ft wide x 20 ft deep along the roadway alignment, and 25 ft long x 20 ft wide x 6 ft deep down the hillside will be excavated for the trench. Excavated material determined suitable for backfill will be stockpiled onsite. The remaining excavated material will be transported to an approved disposal facility. 120 ft of 8" diameter perforated plastic pipe will be placed in the trench for drainage, along with 40 ft of 8" solid plastic pipe for the outlet. The trench will be filled with 449 cy of permeable material (crushed rock), 4 ft deep on the bottom and 3 ft deep on the side. The trench will then be filled with 1395 cy of embankment material. 17 ft of roadway will be reconstructed with 93 cy of aggregate base and paved with 56 cy of asphalt concrete.

Traffic Control

It will be necessary to detour traffic through the construction area via a detour lane. The 200' long x 10' wide detour lane will consist of a portion of the northbound (east) traffic lane. The inboard drainage ditch will be filled and excavate 5 ft into the base of the cutbank. The detour lane will be separated from construction activities with 200' of k-rail. Traffic will be one-way subject to temporary delays for about one month. When the project is complete, the k-rail will be removed, the inboard ditch will be regarded, and traffic will be redirected onto the finished roadway.

Erosion and Sediment Control

The following best management practices will be used to minimize erosion and sediment input into area waterways.

- Construction work will be done in summer, when the chance of precipitation is low.
- On-site stockpiles will be isolated with silt fence, filter fabric, and/or straw bales/fiber rolls.
- Silt fence or fiber rolls will be placed below the project area to contain loose, rolling rocks and sediment. Silt fence/fiber rolls will be kept in place and maintained during the entire project. Any sediment caught by the fence or rolls will be removed before the fence/rolls are pulled.
- Ground disturbed by construction work will be revegetated with fast-growing native grasses and sterile hybrids and mulched when work is complete.
- The site will be monitored by Public Works personnel during winter rains and any evidence of erosion (rilling, gullies, etc.) will be repaired immediately. In addition, areas where revegetation is not successful will be reseeded and remulched to ensure vegetative ground cover.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Environmental Analysis

Tim Keefe (Caltrans PQS) inspected the location on 12/23/08. An HPSR and ASR were prepared and received on 10/21/09 and Tim approved the reports on 11/03/09. The findings in the reports conclude that the project has no potential to impact Historic or Archaeological and Cultural resources.

There is no potential to significantly impact biological resource (See Bio Memo) as determined by Steve Hansen (Caltrans Biologist). Steve reviewed the project and wrote a biological memorandum on 01/26/09 that determined that the project will have no effect on threatened or endangered species and no regulatory agency permits will be required. Northern Spotted Owl (NSO) habitat is located 1.3 miles from the project. The removal of trees due to the project scope does not constitute a potential adverse effect since they are located on the forest edge adjacent to range land and are unlikely to ever become suitable for NSO habitat. Avoidance of construction during breeding season (January 31 through August 1) will minimize indirect effects to the NSO. The project was determined by Steve Hansen to have no affect on NSO and will not affect designated critical habitat.

No sensitive trees or sensitive vegetation will be removed and no wetlands will be impacted. A 20-ft long portion of the inboard drainage ditch at the north end of the existing pullout contains plants and other characteristics that can identify the area as potential wetland. No work will occur in this area as a result of this project. A silt fence will be placed along the detour lane in the vicinity of the inboard ditch/wetland to separate traffic and construction from the wetland. The silt fence will be left in place until construction is complete and traffic has been redirected onto the finished roadway. There will be no changes in the existing visual setting along this route. Hazardous waste is not likely to be an issue with this project, a database search of the surrounding area found that there is little to no potential for Hazardous waste sites nearby. The project does not involve work within the floodplain.

No Permits will be required for this project.

CATEGORICAL EXEMPTION/6004 CATEGORICAL EXCLUSION DETERMINATION FORM

Revised July 1, 2007

01 – HUM – 0 – CR

42.7

01-924737L

ER 4400(052)

Dist.-Co.-Rte. (or Local Agency)

P.M/P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

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See continuation sheet for details:

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- 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.

CALTRANS CEQA DETERMINATION

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

Based on an examination of this proposal, supporting information, and the above statements, the project is:

Categorically Exempt. Class _____. (PRC 21084; 14 CCR 15300 et seq.)

Categorically Exempt. General Rule 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 (CCR 15061[b][3])]

Signature: Environmental Branch Chief

Date

Signature: Project Manager

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) (<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec.771.117).


In non-attainment or maintenance areas for Federal air quality standards, it is determined that this project comes from a currently conforming Regional Transportation Plan and Transportation Improvement Program or is exempt from regional conformity.

CALTRANS NEPA DETERMINATION

Section 6004: 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 (MOU) dated June 7, 2007, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771 activity (c)(____)
- 23 CFR 771 activity (d)(____)
- Activity 4 listed in the MOU between FHWA and the State

Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 326.


Signature: Environmental Branch Chief

7/3/08
Date


Signature: Project Manager/DLA Engineer

2 July 2008
Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of exemption from regional conformity, or use of CO Protocol; §106 commitments; § 4(f); § 7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised July 1, 2007**

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Continuation Sheet

PROJECT DESCRIPTION
Humboldt County Emergency Relief (ER) Project[ER 4400(052)]
(Humboldt County Department of Public Works)

The projects are located on Alderpoint Road, between Bridgeville and Blocksburg, from post mile 42.00 to 43.31. They can be found in Sections 30 and 31, Township 1 North, Range 4 East HB&M, on the Bridgeville 7.5' USGS quadrangle map. See attached Vicinity and Location Maps for details.

General Construction Activities

The proposed project consists of repairs to 8 sites over a distance of .46 miles. Five sites require stabilization trenches and drainage structures in slipouts. See plan sheets (Existing Conditions and Project Plans, 6 sheets) for details (attached to PES). For excavation and fill volumes for each site, see table below.

#6 PM 42.7 – This site consists of a 145' L x 8-16' D x 18' W slipout. A stabilization trench will be excavated in the slipout, 180' of perforated plastic drain pipe placed in the bottom, and the trench filled with permeable fill and new embankment fill. An existing 18" plastic culvert pipe through the site was not damaged by the slipout and will not need repair.

EXCAVATION & FILL VOLUMES

SITE #	POST MILE	EXCAVATION (CY)	FILL (CY) (PERMEABLE)	FILL (CY) (EMBANKMENT)
1	42.0a	3067	391	2676
2	42.0b	3511	444	3067
3	42.1	5511	684	4827
4	42.3	2059	345	1714
5	42.46	1244	215	1029
6	42.7	1106	320	786
7	43.28	2385	409	1976
8	43.31	833	0	0
TOTAL		19,716	2808	16,075

Site 1-5 ER 4400 (050)
 Site 7&8 ER 4400 (053)

General Construction Details

Most excavation will be done by an excavator working from the roadway. A front-end loader and/or bulldozer may also be used. Excavated material determined to be suitable for reuse will be stockpiled onsite. The remaining excavated material will be transported to an approved temporary stockpile or disposal facility.

Construction work will be done in summer, during daylight hours. The entire stretch of Alderpoint Road (from PM 42.0 to 43.31) will take up to four months to complete.

Traffic Control

As construction will encroach on the traveled roadway, it will be necessary to detour traffic through portions of the project reach. Traffic will be restricted to the northbound (uphill) lane

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during construction for most sites. K-rail and/or barricades will be used to separate traffic from construction activities. The inboard drainage ditch will be filled to ensure adequate lane width. The road will be closed and traffic will be delayed by 2-4 hours during culvert removal and replacement activities.

Once construction is complete, the inboard drainage ditch will be re-established, the k-rail/barricades will be removed, and traffic will be redirected onto the repaired roadway.

Erosion and Sediment Control

To minimize erosion, sediment, and pollutant contribution to local waterways, the following best management practices (BMPs) will be instituted.

- Construction will be done in late summer when nearby drainage ditches and culvert crossings are likely to be dry or flows are lowest, and the chance of a precipitation event is lowest.
- Construction equipment will be cleaned and inspected prior to use. Equipment maintenance and fueling will be done at designated staging areas, isolated from drainage ditches and waterways.
- Ground disturbed by construction work will be revegetated with fast-growing native grasses and sterile hybrids and mulched when work is complete.
- On-site stockpiles will be isolated with silt fence, filter fabric, and/or haybales/fiber rolls. Silt fence will be placed below all construction sites to contain sediment and rolling materials. Sediment will be cleared from behind the silt fences periodically (when needed) and before fence removal at project completion.

Environmental Analysis

An ASR and HPSR was conducted and found that there is no potential to significantly impact Historical or Archaeological resources. No sensitive trees or sensitive vegetation will be removed and no wetlands will be impacted. There will be no changes in the existing visual setting along this route. Hazardous waste is not likely to be an issue with this project, a database search of the surrounding area found that there is little to no potential for Hazardous waste sites nearby. The project does not involve work within the floodplain.

No Permits will be required for this project.