CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

01-HUM-0-CR NA 924849L BRLOZB 5904(094)
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 involved.)

Enter project description in this box. Use Continuation Sheet, if necessary
Waddington Rd over Salt River (see attached project description)

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
- 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 (Check one)
☐ 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 21094; 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])]

Print Name: Environmental Branch Chief
Signature
Date
Print Name: Project Manager/DA Engineer
Signature
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, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION (Check one)
☒ 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, 2010, 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)(3) ____
☐ Activity ___ 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. 327.

Brandon Carson
Print Name: Environmental Branch Chief
Signature
Date

Suzanne Thress
Print Name: Project Manager/DA Engineer
Signature
Date

Print briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). Revised June 7, 2010

Page 1 of 4
ACTIVITY DESCRIPTION

Project: Waddington Road over Salt River Seismic Retrofit
Activity: Seismic Retrofit
Applicant: Humboldt County Department of Public Works
Date: 07/05/11

Background
This project is proposed by the Humboldt County Department of Public Works and is located on Waddington Road at Post Mile 1.69, the location where Waddington Road crosses the Salt River. Specifically, this project is situated in Township 2 North, Range 1 West, Section 5 (HBM). This location is shown on the 7.5' USGS Topographic Quadrangle Map, Fortuna, California 1959 (PR 1972) (Figure 2). The UTM coordinates for the center of the project area are (NAD 83, UTM Zone 10) 398,251mE, 4,493,099mN. The elevation of the location is approximately 30 feet above sea level.

Proposed Activity
The existing concrete tee beam bridge that carries Waddington Road over this reach of Salt River measures 121-feet (ft) long and is 19-ft wide. The existing roadway contains two 11-foot wide asphalt travel lanes with little to no shoulder. A date stamp in the west rail of the concrete along the road way dates the structure to 1946. According to the Humboldt County Department of Transportation, structural evaluation of the bridge under the Local Seismic Safety Retrofit Program determined that it is seismically deficient and in need of repairs/replacement. A reinforced concrete box culvert crossing is proposed for construction.

Construction Scenario
The project will replace the existing concrete bridge with a reinforced concrete box culvert bridge. This will be constructed of five box culverts placed side-by-side. Each box culvert will be 37.5-ft long by 12-ft wide by 10-ft high and will be countersunk 1-2-ft below grade to reestablishment of wetlands/pastureland. Waddington Road will be improved on both bridge approaches. To accommodate traffic during construction, a temporary detour will be used directing all traffic away from Waddington Road and onto Lawson Lane via Pleasant Point Road to the west and Grizzly Bluff Road to the east. Waddington Road will be completely closed to all non-construction traffic. Sockpiling and staging will occur on the roadway so that adjoining wetlands/pasturelands will not be impacted.

De-construction of the existing bridge will be accomplished with a bulldozer and an excavator with a jackhammer. All remnants of the existing bridge will be removed from the project location.

To construct the new bridge, the footprint of the box culverts will be excavated and graded level. A reinforced concrete cutoff wall and foundation will be formed first. Once the foundation is prepared, the five culverts will be placed. Once the box culverts are installed and secured, work will begin on structural backfill and constructing abutment retaining wall structures. The existing roadway will be improved for 300-400 feet in either direction of the bridge. This will be done by
CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

raising the elevation of the roadway to conform to the new bridge. A guardrail will be installed on both edges of the new bridge and its approaches.

**Traffic Control**

Waddington Road will be closed at the project site to thru traffic during construction. Local residences that live near the project will be allowed to access their properties by use of Lawson Lane. This road has a low ADT and can be easily bypassed by use of Lawson Lane which runs immediately adjacent to Waddington Road.

**Erosion and Sediment Control**

- Construction work will be done in summer, when the chance of precipitation is low.
- Construction equipment will be cleaned and inspected prior to use. Equipment maintenance and fueling will be done in designated areas. Equipment will be monitored regularly for leaks. In the event of an identified leak, the leak will be contained and the equipment will be taken off site for repair. Spilled material will be managed appropriately.
- 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.
- Project begin and end limits will be marked on the road that correlate with the attached APE map. Fencing or markers will be used to identify the project boundaries.

**Environmental Analysis**

An ASR/HPSR was conducted by the County and approved by Tim Keefe (Caltrans PQS) on 07/05/11 and found that there is No Historic Properties Affected. All work will occur within the area of the signed APE Map.

A wetland assessment was conducted by the County and approved by Caltrans on 12/29/10. It was determined that there will not be a significant impact on wetlands within the project. Impacts to wetlands will be mitigated by the County on site. A biological memo was completed on 07/01/11 and it was determined that the project will result in no effect on federally listed threatened and endangered species. The project will also have no significant impact on state listed species and species of concern. There will be no sensitive trees or vegetation removed as a result of the project.

A farmland AD 1006 form was completed and due to the ranking identified on the form it was determined that consultation with NRCS would not be warranted as a result of this project.

Some of the work being conducted for the purpose of Seismic Retrofit work will be conducted below the 100-year floodplain. A floodplain analysis was conducted by Humboldt County and approved by the LAE (See Floodplain Report in the file for any additional information). There is little to no potential to encounter Hazardous waste as a result of this project.
No work will occur outside of the APE limits as seen on the attached APE map. No additional impacts to wetlands will occur beyond what is identified in the APE map and wetland assessment. Stockpiling and staging will occur on the roadway so that adjoining wetlands/pasturelands will not be impacted.

Permits: 401 Water Quality Permit (RWQCB)
404 from USACE
1602 from CA DFG
CDP from the CCC