
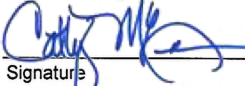
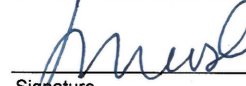
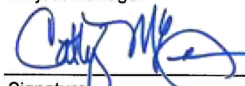


# CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

<b>01-VAR-VAR</b> District-County-Route	<b>VAR/VAR</b> P.M./P.M.	<b>01-0F500/0116000014</b> E.A/Project No.	<b>N/A</b> Federal-Aid Project Number.
<b>PROJECT DESCRIPTION:</b> Briefly describe project including need, purpose, location, limits, and right-of-way requirements.			
<p>The proposed project would repair and replace unsound concrete and overlay at four bridges located on State Routes (SR) 36, 211, and 29 in Humboldt and Lake Counties. The project is being proposed due to deteriorating pavement quality and to preserve the integrity of the structures. Work would include grinding to remove existing unsound concrete, joint seal replacement, bridge anchor block replacement, and guardrail &amp; post replacement. All work would occur within the State right of way. Air Quality, Biological, Cultural, Floodplain, Hazardous Materials, Noise, Visual, and Water Quality reviews have been completed.</p> <p style="text-align: center;"><b>See next page for additional project information.</b></p>			
<b>CALTRANS CEQA DETERMINATION</b> (Check one)			
<input type="checkbox"/> <b>Not Applicable – Caltrans is not the CEQA Lead Agency</b> <input type="checkbox"/> <b>Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA</b>			
Based on an examination of this proposal, supporting information, and the above statements, the project is:			
<input type="checkbox"/> <b>Exempt by Statute.</b> (PRC 21080[b]; 14 CCR 15260 et seq.)			
<input checked="" type="checkbox"/> <b>Categorically Exempt. Class 1(c).</b> (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"> <li>• 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.</li> <li>• There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.</li> <li>• There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.</li> <li>• This project does not damage a scenic resource within an officially designated state scenic highway.</li> <li>• This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").</li> <li>• This project does not cause a substantial adverse change in the significance of a historical resource.</li> </ul>			
<input type="checkbox"/> <b>Common Sense Exemption.</b> [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].)]			
<b>Julie East</b> Senior Environmental Planner  Signature		<b>Cathy McKeon</b> Project Manager  Signature	
3/16/20 Date		3-17-20 Date	
<b>NEPA COMPLIANCE</b>			
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"> <li>• 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</li> <li>• has considered unusual circumstances pursuant to 23 CFR 771.117(b).</li> </ul>			
<b>CALTRANS NEPA DETERMINATION</b> (Check one)			
<input checked="" type="checkbox"/> <b>23 USC 326:</b> 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 type="checkbox"/> <b>23 CFR 771.117(c): activity (c)( )</b> <input checked="" type="checkbox"/> <b>23 CFR 771.117(d): activity (d)(13)</b> <input type="checkbox"/> <b>Activity _____ listed in Appendix A of the MOU between FHWA and the State</b>			
<input type="checkbox"/> <b>23 USC 327:</b> 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.			
<b>Julie East</b> Senior Environmental Planner  Signature		<b>Cathy McKeon</b> Project Manager  Signature	
3/16/20 Date		3-17-20 Date	
Date of Categorical Exclusion Checklist completion: 03/10/2020		Date of ECR or equivalent: 03/16/2020	

# CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

## Continuation Sheet

<b>01-VAR-VAR</b>	<b>VAR/VAR</b>	<b>01-0F500/0116000014</b>	<b>N/A</b>
District-County-Route	P.M./P.M.	E.A/Project No.	Federal-Aid Project Number.

Continued from page 1:

The purpose of this project is to address the needs of the four bridges identified in Bridge Inspection Report (BIR). This project is needed to preserve the integrity of the structures, prevent degradation of the existing facility, and extend the service life of the bridges. Construction would have a duration of approximately 135 days.

**Scope of Work**

- Location 1: Van Duzen River Bridge (Bridge # 04-0284)  
Work on this bridge would include removal and repair of unsound concrete and epoxy deck seal on the bridge decks and approaches. Work would be confined to the existing bridge structures and approaches. Existing joint seals would be replaced. Grinding would be needed to remove existing unsound concrete. No ground disturbance, vegetation removal, tree removal or work below the structure would be required.
- Location 2: Van Duzen River Bridge (Bridge # 04-0293)  
Work on this bridge would include removal and repair of unsound concrete and application of a one-inch thick polyester concrete overlay on the bridge deck and approaches. Work would also include removal of the existing 90-foot-long metal beam guardrail (MBGR) end treatment on the west bound approach. The existing end treatment would be replaced with a midwest guardrail system (MGS) Transition, MGS and approved MGS end treatment of the same length as the existing treatments. At the end of all the bridge abutments a new concrete anchor block would be constructed for the MGS to attach to. Posts for the guardrail would have a maximum depth of 8 feet. Existing joint seals would be replaced. Grinding would be needed to remove existing unsound concrete. Minor vegetation removal would be needed; however, no tree removal would be required. No work below the structure would be required.
- Location 3: Hill Road East Overcrossing Bridge (Bridge # 14-0039)  
Work on this bridge would include a methacrylate deck seal. Work would be confined to the existing bridge structures and approaches. Existing joint seals would be replaced. Grinding would be needed to remove existing unsound concrete. No ground disturbance, vegetation removal, tree removal or work below the structure would be required.
- Location 4: Salt River Bridge (Bridge # 04-0131)  
Work on this bridge would include an epoxy deck seal and the removal of the existing 80-foot-long MBGR end treatments at all four corners of the bridge. End treatments would be replaced with an MGS transition and an approved MGS end treatment of the existing length. Guardrail posts would be installed at a maximum depth of 8 feet. Existing joint seals would be replaced. Grinding would remove existing unsound concrete. Minor vegetation removal would be needed; however, no tree removal would be required. No work below the structure would be required. – CAW

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

- By implementing Caltrans Standard Specifications, fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts.
- Pre-construction botanical surveys would be conducted at projection locations 2 and 4 between May and June 2020. If sensitive species and/or communities are encountered, Caltrans would modify plans and/or consult with CDFW and/or USFWS to avoid impacts to sensitive species and/or communities.
- At Location 2, noise restrictions would apply as follows: no work that would generate noise levels above 90 dBA LMax would occur between February 1 and July 31. A noise level compliance plan would be created.
- At all locations, noise levels would not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Bat exclusion would be installed at Location 3 between September 15 and October 31 or between March 15 and April 30 under the guidance of a qualified contractor supplied biologist. If bats are present during installation, use of one-way doors would be required.
- If cultural resources are unearthed during construction, all work near the discovery would be immediately halted until evaluation by a qualified archaeologist was completed.
- If human remains are inadvertently unearthed during construction, all work would be immediately halted until the County Coroner determined the origin and disposition of the remains, as stated by law within California State Health and Safety Code 7050.5.
- Low levels of lead from historical engine combustion are commonly associated with the highway system and would be addressed with a Lead Compliance Plan.
- Thermoplastic paint may contain varying concentrations of lead depending upon color, type, and year of manufacture. This would be addressed with a Lead Compliance Plan.
- Treated wood waste would be removed and disposed of according to Caltrans Standard Specifications.
- Provide the North Coast Unified Air Quality Management District (NCUAQMD) and Lake County Air Quality Management District (LCAQMD) with NESHAP notification for low levels of asbestos.