



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 11/2020)**

Project Information

Project Name (if applicable): Donner Park Operational Improvements – Auxiliary and Acceleration Lanes

DIST-CO-RTE: 03-NEV-80

PM/PM: 13.05/16.50

EA: 1H181

Federal-Aid Project Number: 230-0000-0067

Project Description

This project is a combination of four minor A projects. This project is located in Nevada County on Interstate 80 (I-80) from 0.2 Miles West of Donner Park OC (Br.# 17-0045) to Route 80/267/89 Separation (Br.#17-0099) between PM 13.05 and PM 16.5. The project proposes to construct auxiliary and acceleration lanes as identified below:

- 1) Add/accommodate an auxiliary lane by restriping in the WB direction of I-80 from State Route 89 South on-ramp (PM 14.05) to Donner Pass Road off-ramp (PM 13.4);
- 2) Extend an auxiliary lane (add the third lane) by utilizing the inside shoulder in the WB direction of I-80 from PM 15.75 to Route 80/267/89 Separation (PM 16.50);
- 3) Construct an acceleration lane in the EB direction of I-80 from Donner Park OC on-ramp (PM 13.21) to PM 13.64;
- 4) Construct an acceleration lane in the EB direction of I-80 from State Route 89 South on-ramp (PM 14.34) to PM 14.58.
- 5) Construct a retaining wall of length 1100 ft along the left shoulder on I-80 EB from Donner Park OC (PM 14.38) towards east;
- 6) Cold plane and overlay 3/8" the inside AC shoulder on WB I-80 from PM 13.8 to PM 14.0;
- 7) Remove the inside rumble strips on I-80 WB from PM 15.7 to PM 16.5 and remove the outside rumble strips on I-80 WB from PM 13.9 to 13.8;
- 8) Place recessed striping where auxiliary and acceleration lanes are added;
- 9) Place Polyester overlay over existing striping;
- 10) Replace the Donner Pass Road Exit Panel on WB I-80 at PM 13.4, Install a new overhead sign structure on WB I-80 at PM 13.9;
- 11) Replace TMS elements;
- 12) Construct 9 GDO drainage inlets and 18" Reinforced Concrete Pipe (RCP) on WB I-80 from PM 15.7 to PM 16.5.



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Purpose and Need

The purpose of this project is to address operational deficiencies caused by traffic merging conflicts. During the period between 01/01/2017 and 12/31/2019, there were a total of 99 total collisions reported. Of the total 99 collisions reported, 0 resulted in fatality, 22 resulted in injury, and 77 resulted in property damage only. The collisions are attributed primarily to the speed difference between slow-moving trucks and faster moving vehicle traffic where I-80 ramps are positioned on inclines, with short merges and no facility for truck acceleration.

Project Funding

The project is funded under the State Highway Operation and Protection Program and is eligible for federal funding.

A brief statement of reasons to support the finding

The scope of work is designed to address operation deficiencies of an existing highway and does not increase capacity or expand the facility. All work is programmed within the Caltrans Right of Way.

See the attached Environmental Commitments Record (ECR) for project conditions.

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 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

Kelly McNally
Print Name
Signature
Date
2/16/2021

Project Manager

Daniel Cuellar
Print Name
Signature
Date
2-17-2021



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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 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)(22)

23 CFR 771.117(d): activity (d)()

Activity 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

Kelly McNally Kelly McNally 2/16/2021
Print Name Signature Date

Project Manager/ DLA Engineer

Daniel Cuellar Daniel Cuellar 2-17-2021
Print Name Signature Date

Date of Categorical Exclusion Checklist completion: February 1, 2021
Date of Environmental Commitment Record or equivalent: February 1, 2021



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Continuation sheet: