



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

<u>Project Information</u>	
Project Name (if applicable): McArthur Mixed Strategy	
DIST-CO-RTE: 02-SHA-299	PM/PM: 50.5-56.5, 93.5-99.4
EA: 02-2J370	Federal-Aid Project Number: 0221000071
<u>Project Description</u>	
The California Department of Transportation (Caltrans), using state funding only, is proposing to restore the roadway to a condition that requires minimal maintenance. The project will overlay approximately 9 miles of SR 299 in Shasta County from PM 50.5/56.5 and 93.5/99.4.	
The purpose of this project is to bring the pavement condition up to current Caltrans standards, requiring minimal maintenance and improving rideability. The project is needed because the pavement has deteriorated to the point that normal maintenance is no longer sufficient to keep the pavement safe.	
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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 Class 1.** (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

Julie McFall		6/4/21
Print Name	Signature	Date

Project Manager

Donald L. Anderson		6/4/21
Print Name	Signature	Date



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Caltrans NEPA Determination (Check one)

[X] 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)(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

NA Print Name, NA Signature, NA Date

Project Manager/ DLA Engineer

NA Print Name, NA Signature, NA Date

Date of Categorical Exclusion Checklist completion: NA
Date of Environmental Commitment Record or equivalent: 6/3/2021

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).



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Continuation sheet:

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Work will include an asphalt rubber chip seal and Hot Mix Asphalt (HMA) mill and fill. Removal of thermoplastic pavement markings will be required. No vegetation or tree removal is anticipated because all work will be done within the existing edge of pavement. No placement of shoulder backing is included in the project. Traffic control will use the one way reversing methodology with no detours. Construction would have a duration of approximately 30 working days.

Right-of-Way

Acquisitions or TCEs will not be needed for this project due to work being confined to the existing ROW.

Staging/Stockpiling

Staging will take place at the paved section of PM 51.23 and paved sections of PM 95.31 and PM 99.00.

Disposal/Borrow Sites

The project would not utilize borrowed material. Any excess grinding material generated will become the property of the contractor.

Consultation/Coordination

Caltrans conducted a database search and records review; based on the extent of the project limits the project will have no impact to cultural resources. A screening memo was prepared and included in the project file. A section of the project falls within the Pit River Tribe Memorandum of Understanding (MOU) boundary; the Pit River Tribe will be notified that work will be completed in the area.

Utilities

All utilities in proximity to the locations of work would be protected in place; no utility conflicts are anticipated.