



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 04/2021)**

Project Information

Project Name (if applicable): Hidden Valley Pullouts Project

DIST-CO-RTE: 01-LAK-29

PM/PM: 10.08/10.88

EA: 01-0H220

Federal-Aid Project Number: N/A

Project Description

The California Department of Transportation (Caltrans) proposes to construct four new maintenance pullouts on alternating sides of the highway on State Route (SR) 29 between Middletown and Lower Lake from post miles 10.08 to 10.88 in Lake County.

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.** (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		8/23/21
Print Name	Signature	Date

Project Manager

Kimberly Floyd		8/25/21
Print Name	Signature	Date



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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

Julie McFall
Print Name Signature Date 8/23/21

Project Manager/ DLA Engineer

Kimberly Floyd
Print Name Signature Date 8/25/21

Date of Categorical Exclusion Checklist completion (if applicable):8-18-2021
Date of Environmental Commitment Record or equivalent: 8-24-2021

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:

The purpose of this project is to improve safety for highway workers by decreasing the frequency and duration of exposure to traffic and by increasing the distance between workers and traffic. The project is needed to avoid lane closures during mowing operations and prevent exposure of on-foot maintenance workers to traffic. Narrow shoulders require workers to park and exit their vehicle adjacent to traffic when setting up traffic control or to perform routine roadway clearing work. This project would allow vehicles to pull completely off the roadway when performing these duties.

The scope of work would include:

- Constructing four new maintenance pullouts on alternating sides of the highway. Each pullout is proposed to be paved 15' wide by 500' long, including the two 50' end tapers.
 - Location 1: Northbound, PM 10.16 to PM 10.26
 - Location 2: Southbound, PM 10.33 to PM 10.42
 - Location 3: Northbound, PM 10.50 to PM 10.59
 - Location 4: Southbound, PM 10.70 to PM 10.79
- Areas within the project limits that experience localized flooding would be repaved to match the existing road surface elevation so no change to the flood pattern would occur.
- No drainage work (culverts) is proposed.
- Minimal vegetation removal would be required.
- Staging would take place in existing dirt pullouts within the project limits.

The project would be constructed in 2023 and would take approximately 30 working days. The project would use both state and federal funds.

Right of Way:

All improvements would take place within the existing right-of-way, no new right of way would be required.

Borrow/Disposal:

Excess material would be stored at a Caltrans maintenance storage area located at PM 12.3.

Consultation/Coordination

- The Elem Indian Colony Pomo Tribe, Guidiville Indian Rancheria, Koi Nation of Northern California, and Middletown Rancheria of Pomo Indians Tribe were contacted for input on this project. No concerns regarding the project were identified.
- Native American monitoring of the construction effort will be a requirement during the construction of the project. An ESA action plan would be put in place for this monitoring.



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- Native American consultation would continue throughout the progression and construction of this project to ensure good faith and communication with the Middletown Rancheria tribe.

Permits

No permits would be required.