



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

Project Information

Project Name (if applicable): 21/22 Marker Job

DIST-CO-RTE: 02-VAR-VAR

PM/PM: VAR

EA: 02-2J930

Federal-Aid Project Number: 221000150

Project Description

The California Department of Transportation (Caltrans), using state funding, is proposing to restore and replace approximately 24,423 pavement markers that are currently in poor conditions or missing. The project will replace pavement markers on Tri-299-53.4/63.4, Sis-89-20.0/34.0, Sha-299-49.0/50.5, Sha-299-56.5/67.8, Sha-44-43.0/45.5, Sha-44-51.6/67.0, Mod-139-0.24/7.35, and Las-395-119.0/128.7.

Continued on page 3.

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

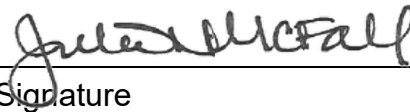
Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class Class 1c.** (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

Print Name



Signature

9/17/21

Date

Project Manager

Brandon Trent

Print Name



Signature

9/21/2021

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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: 9/17/2021

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).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Continued from page 1.

Purpose: The purpose of this project is to replace missing or damaged pavement markers located throughout the District 2 region.

Need: The project is needed because many of the pavement markers are missing or in poor condition, reducing lane and marker visibility for drivers.

Work will include shallow grinding in order to remove damaged markers and then a vacuum attachment and sweeper will be used to clear any debris. There will be no work involving pavement surfacing, bridge decks, guardrails, electrical, striping, utility relocations, permanent signs, or vegetation control. Traffic control will use the one way reversing methodology with no detours. This project will be constructed in 2022 and will take approximately 30 working days.

Right-of-Way

Acquisitions or TCEs will not be needed for this project; all work will be completed within State property.

Staging/Stockpiling

Staging and stockpiling will occur at nearby Caltrans maintenance yards. No staging or stockpiling will occur within the project area.

Disposal/Borrow Sites

The project would not utilize borrowed material. If excess material is generated, it will be become property of the contractor.

Utilities

Utilities will be protected in place; there is no potential impact to utilities.