



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

<u>Project Information</u>	
Project Name (if applicable): Almanor West Rehab	
DIST-CO-RTE: 02-PLU-89	PM/PM: 30.2/R42.2
EA: 02-3H690	Federal-Aid Project Number:
<u>Project Description</u>	
<p>The California Department of Transportation (Caltrans), using state and federal funding, proposes improvements to State Route (SR) 89 from post mile (PM) 30.2 to PM R42.2 in Plumas County to rehabilitate this segment of the existing highway. Pavement will be restored from PM 30.2 to PM R42.2 using Full Depth Reclamation Foamed Asphalt (FDR-FA) with no subgrade disturbance, a top layer of asphalt to increase safety, driver comfort, and ride quality, as well as reduce future maintenance needs. In addition, the project will construct a paved Class 1 multi-use path from PM 37.9 to PM 41.6 and a Broadband Middle Mile component that has an alignment generally parallel to the road, between the shoulder and the right of way line.</p>	

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 will 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

Mundeep Purewal	<i>Mundeep Purewal</i>	5/26/22
Print Name	Signature	Date

Project Manager

Dale Widner	<i>DALE WIDNER</i>	26 MAY 22
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)(26)

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

Mundeep Purewal

Mundeep Purewal

5/26/22

Print Name

Signature

Date

Project Manager/ DLA Engineer

Dale Widner

Dale Widner

26 MAY 22

Print Name

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): 5/25/22

Date of Environmental Commitment Record or equivalent: 5/25/22

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:

SCOPE OF WORK INCLUDES:

- Restore existing road, which may include
 - Pulverize existing pavement and a portion of the base material from edge of pavement (EP) to EP.
 - Overlay the reconstructed section with 0.40' of HMA
 - Place shoulder backing
- Widen existing roadway corridor to 12' lanes with minimum 4' paved shoulders.
 - Widened shoulders to a minimum of four feet from PM 30.2 to PM 39.0, and to eight feet from PM 39.0 to PM R42.2.
- Excavation Depths are anticipated to be:
 - 1.5' below the existing top of asphalt within the roadway corridor
 - 2' within the edge of pavement (EP) to EP from PM 36.4 to PM 37.9 to accommodate resource protection.
 - 10' in the areas of the new multi-use path.
 - 15' in borrow areas.
- Replace 2 culverts with cut & cover (C&C) methods and rehabilitate 17 culverts with non-styrene cured in place pipe (CIPP) lining methods.

Culvert Rehabilitation/Replacement List

Postmile	Size (Inches)	Approximate Length (Feet)	Strategy
30.51	36	154	CIPP
30.6	24	161	CIPP
30.75	18	99	CIPP
31.35	24	135	CIPP
33.12	36	111	CIPP
33.23	36	108	CIPP
34.76	18	48	CIPP
35.25	18	33	CIPP
35.35	18	60	CIPP
35.75	18	47	CIPP
36.29	18	62	CIPP
36.60	18	59	CIPP
36.69	24	63	CIPP
36.88	24	78	CIPP
36.91	24	80	CIPP
37.08	24	76	CIPP
38.61	48	243	CIPP
39.51	24	125	C&C
41.09	24	132	C&C

- Upgrade approximately 3,300 lineal feet of guardrail to meet the current standard.
- Remove trees to create 20-ft clear recovery zones (CRZ) from the edge of traveled way, as feasible.



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- Remove or grind existing tree stumps left by the US Forest Service West Shore Timber Sale to adjacent grade within CRZ.
- Replace damaged right-of-way fencing from PM 37.9 to PM 42.1.
- Construct Class 1 12-foot minimum width paved multi-use path for bicycle and pedestrian use from PM 37.9 to PM 41.6 on State, County and National Forest property.
 - Planting may be done around the multi-use path to enhance aesthetics and replace fire-damaged trees that were removed due to the 2021 Dixie fire that burned through a large portion of the proposed area.
- Install Broadband Middle-Mile section components:
 - Twelve miles of conduit installation from PM 30.2 to PM R42.2.
 - Four 2-inch conduits installed by trench, bore, or plow methods.
 - Broadband alignment will generally follow the road alignment between the road shoulder and existing right of way, or as noted on plans for resource protection.
 - Access Vaults every 2000 ft to 2500 ft.
- Remove and replace existing signage, as needed.

PURPOSE AND NEED

The purpose of this project is to restore the facility to a state of good repair so that the roadway will be in a condition that requires minimal maintenance, to construct pedestrian and bicycle facilities, and install Broadband Middle-Mile section to provide broadband expansion. The project is needed since existing pavement has deep thermal cracks that extend into the base material and routine maintenance can no longer support reasonable ride quality; pedestrian and bicycle facilities either do not exist or they lack connectivity to existing facilities; and Broadband services do not exist between the Canyon Dam and the SR 36/89 intersection.

UTILITIES

There are several utilities, including telephone, gas, and electric lines, which may be required to be relocated. Utility coordination will progress as additional information is gathered, and project design moves forward.

STAGING

Various potential locations have been identified for construction staging for the project and will be evaluated as part of the project.

RIGHT-OF-WAY

One temporary easement will be required.

PERMITS

No permits are required.

CONSULTATION/COORDINATION

No tribal concerns were identified during, or as a result of, Native American consultation for this undertaking.



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Consultation was conducted with the required agencies regarding any identified potential biological resources located within or adjacent to the project limits in accordance with all federal and state laws and/or regulations.