



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM (rev. 04/2022)**

**Project Information**  
**Project Name (if applicable):** Burney Falls Pavement  
**DIST-CO-RTE:** 02-SHA-89                      **PM/PM:** 22.0/30.6  
**EA:** 02-4H780              **Federal-Aid Project Number:** 0219000004

**Project Description**  
 Caltrans is proposing a state and federally funded pavement improvement project on State Route (SR) 89, between post mile 22.0 and 30.6, in Shasta County.

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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 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**

Emiliano Pro	<i>Emiliano Pro</i>	5/23/2022
Print Name	Signature	Date

**Project Manager**

Clint Burkenpas	<i>Clint Burkenpas</i>	5/23/2022
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, 2022, 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)(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

Emiliano Pro
Print Name
Emiliano Pro
Signature
5/23/2022
Date

Project Manager/ DLA Engineer

Clint Burkenpas
Print Name
Clint Burkenpas
Signature
5/23/2022
Date

Date of Categorical Exclusion Checklist completion (if applicable): 4/21/22
Date of Environmental Commitment Record or equivalent: 4/27/22

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:**

#### **Purpose and Need:**

The purpose of the 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. Based on the 2016 Pavement Management System (PaveM) data, this project triggers for minor pavement rehabilitation with a predicted SHOPP effectiveness of 94% in the construction year (2024). PaveM predicts 29% rehabilitation effectiveness in that same year.

#### **Project Description:**

The project would use a combination of hot mix asphalt (HMA) overlay with digouts in areas of localized pavement distress as well as a cold plane overlay at other locations. The northbound left turn lane into the Burney Falls State Park would be extended approximately 320 feet. The scope of work would also include the following improvements:

- Placement of shoulder backing
- The existing gravel turnouts located at PM 28.96 and PM 30.32 would be paved to provide for worker safety and maintenance serviceability.
- Repair or replace drainage systems located at PM 27.31, 28.18, 28.78, 28.90, 29.06, 29.12, 29.18, 29.65, and 30.36.
- Existing guardrail within the project limits would be replaced with new Midwest Guardrail System (MGS).
- The traffic monitoring station (TMS) located at PM 28.68 would be removed. A new TMS would be installed at PM 28.96.
- New roadway signs and striping would be placed within the project limits.
- Replace the existing concrete barrier located at PM 29.34.
- Minor tree and vegetation removal.

#### **Borrow/Disposal/Staging:**

Excess materials would be used onsite or to become property of the contractor. Borrow and disposal sites are not anticipated. Staging would take place in existing dirt pullouts and closed lanes within the project limits.

#### **Right of Way:**

No right of way acquisition or temporary construction easements are anticipated.

#### **Consultation/Coordination:**

Caltrans performed a records review, field surveys, and consultation and coordination with applicable agencies, tribes, and individuals.

#### **Permits:**

Based on the current scope of work, regulatory permits are not anticipated.