



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

**Project Information**

**Project Name (if applicable):** Pittville to Bieber AR Chip

**DIST-CO-RTE:** 02-LAS-299

**PM/PM:** 0.0/12.3

**EA:** 02-3J730

**Federal-Aid Project Number:** 222000078

**Project Description**

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 apply an asphalt rubber chip seal with isolated digouts over approximately 12 miles of SR 299 in Lassen County (PM 0.0/12.3). Continued on page 3.

**Caltrans CEQA Determination** (Check one)

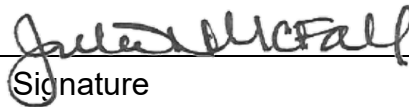
- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

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



8/9/22

Print Name

Signature

Date

**Project Manager**

Brandon Trent



8/9/22

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: 8/9/2022

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:**

Continued from page 1.

All work will be confined within the existing roadbed hinge point. Removal of thermoplastic pavement markings and cold planing of existing surface will be required to match existing features. No overlay work will be performed on bridge decks. Shoulder backing will be placed on existing shoulders to bring it up to the new asphalt level.

**Purpose:** The purpose of the project is to provide efficient, easily maintained pavement that provides minimum maintenance for multiple years, as well as increase safety for travelers and workers.

**Need:** The existing roadway is in a poor condition with localized areas of severe distress. Routine maintenance has not been sufficient to maintain an adequate road surface.

### **Right-of-Way**

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

### **Staging/Stockpiling**

Multiple locations are available for staging/stockpiling use. No grading and/or site preparation will occur. Approved staging locations include: PM 0.45 EB, PM 0.65 WB, PM 1.71 EB, PM 2.46 EB & WB, PM 3.67-3.85 EB, PM 4.70 EB, PM 5.15-5.95 EB, PM 7.12 EB, PM 7.26 WB, PM 8.5 EB, PM 8.97 EB & WB, PM 10.05-10.19 EB, PM 11.32 WB, PM 11.5 WB.

### **Disposal/Borrow Sites**

The project would not utilize borrowed material. The contractor will be responsible for disposal of excess material.

### **Coordination/Consultation**

Caltrans has performed an environmental evaluation consisting of a review of resource records and databases, consultation, and coordination with applicable agencies and individuals, including the Native American Heritage Commission and local tribes.

### **Permits**

No permits are necessary with current scope of work.

### **Utilities**

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