

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: _____

From: (Public Agency): _____

(Address)

Project Title: _____

Project Applicant: _____

Project Location - Specific:

Project Location - City: _____ Project Location - County: _____

Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: _____

Name of Person or Agency Carrying Out Project: _____

Exempt Status: **(check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Lead Agency

Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Rajpreet Bihala Date: _____ Title: _____

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): County Road P

DIST-CO-RTE: 03-GLE-32

PM/PM: 2.80-3.20

EA:03-2J590

Federal-Aid Project Number: n/a

Project Description

The California Department of Transportation (Caltrans) proposes a safety improvement project in Glenn County on State Route (SR) 32 between postmiles 2.80 and 3.20. This project proposes to install a traffic signal at the intersection of County Road P. The purpose of this project is to improve safety for motorists at the intersection and to reduce the number of fatal and serious injury collisions that have been occurring at the current two-way stop-controlled intersection. The intersection reported a total of 13 collisions in a recent 5-year period (June 1, 2016, to May 31, 2021) involving one fatality and eight injuries. The Total Actual Collision Rate at this intersection is three times higher than the Total State Average Collision Rate for a similar facility. (cont.)

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

Robert Wall	<i>Robert Wall</i>	5/25/2023
Print Name	Signature	Date

Project Manager

Ephrem Teweldeberhan	<i>Ephrem Teweldeberhan</i>	6/20/2023
Print Name	Signature	Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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)(22)
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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Robert Wall Signature 5/30/2023
Print Name Signature Date

Project Manager/ DLA Engineer

Ephrem Teweldeberhan Signature 6/20/2023
Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable): 5/19/2023
Date of Environmental Commitment Record or equivalent: 5/25/2023

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:

Project Description (cont)

Proposed engineering features

Traffic Signal

- Install a traffic signal at the four-way intersection of SR 32 / County Road P
 - Signalized intersection will include lighting at the approaches
 - Traffic signal to include vehicle detection system for approaching vehicles
 - Traffic signal to include wireless communication modem
 - Installation of traffic signal pedestrian heads with Audible Pedestrian Signals (APS)+
 - Advanced warning beacons along SR 32 and County Road P

Traffic Management Systems (TMS)

- Install count stations
- Install Closed Circuit Television (CCTV) System

Maintenance Access

- Construct a new Maintenance Vehicle Pullout (MVP)

Roadway

- Repave County Road P at loop detector installations
- Re-stripe the intersection for crosswalks and limit lines

Erosion Control

- Erosion control will be needed for all soil disturbances. See *Attachment C*, Landscape Architecture Assessment Sheet (LAAS) for additional information.

Working Days

- 50 working days are estimated to complete the work following 100 days estimated for equipment procurement.

Drainage

- Place a new drainage system with a drainage inlet (DI) in the northwest corner of the intersection.
- Replace corrugated steel pipe (CSP) culverts that are in poor condition as follows:
 - System No 110324000321 – length 81 ft – PM in 3.01, PM out 3.01 – remove/replace with 18" CSP and CSP flared end sections
 - System No 110324000321 – length 90 ft – PM in 2.99, PM out 3.00 – remove/replace with 18" CSP and CSP flared end sections

Staging

If required, staging would occur within Caltrans right-of-way.

Right-of-Way

This project would be completed within the operational right-of-way.

Consultation and Agency Coordination

Based on the proposed scope of work and due to the nature of the project, consultation and agency coordination are not required for this project.

Permits

Based on the proposed scope of work, regulatory permits are not required