



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

Project Information

Project Name (if applicable): Hells Hole Overlay

DIST-CO-RTE: 02-TRI-299

PM/PM: 30.2/36.9

EA: 02-4J910

Federal-Aid Project Number: 0223000086

Project Description

The California Department of Transportation (Caltrans), using State & Senate Bill 1 (SB1) funds only, is proposing to restore State Route 299 in Trinity County from PM 30.2 to 36.9 to a condition that requires minimal maintenance and extends the life of the pavement. This Highway Maintenance (HM) project plans to place a 0.10' rubberized Hot Mix Asphalt (HMA) (gap-graded) thin blanket overlay with isolated dig outs in areas of pavement distress.

Continued on continuation sheet (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

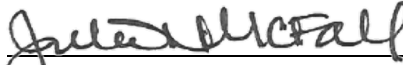
Based on an examination of this proposal and supporting information, the project is:

- 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

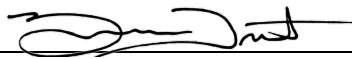
7/26/23

Date

Project Manager

Brandon Trent

Print Name


Signature

7/26/23

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

Senior Environmental Planner or Environmental Branch Chief

N/A	N/A	
Print Name	Signature	Date

Project Manager/ DLA Engineer

N/A	N/A	
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 07/24/2023

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).



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Continuation sheet:

Continued from page 1.

Project Description: All work will be done within existing roadbed hinge points. No work will be performed on bridge decks. Guardrail will be adjusted as necessary. Shoulders will be backed with suitable material to standard. Cold-planing of the asphalt concrete surface will be required to match existing roadway features. Removal of thermoplastic pavement markings is planned, requiring a lead compliance plan. The project will be constructed in 2024 and will take approximately 25 working days.

Purpose: The purpose of the project is to preserve the roadway where minimal maintenance is required, improve ride quality, and extend the life of the existing pavement.

Need: The existing roadway and pavement surface has degraded to a point where maintenance is required to extend the pavements service life.

Guardrail Notes:

- PM 33.3, 315 LF, MGS, Metal Posts, Newer Terminal MSKT Systems, Height will accommodate 0.10' overlay (**No Work**)
- PM 35.0, 1398 LF, MGS, Metal Posts, Newer Terminal MSKT Systems, Height will need to be adjusted to accommodate 0.10' overlay (**Adjust Guardrail**)
- PM 35.7, 516 LF, MBGR, Wood Posts, Older Terminal Systems, Height will need to be adjusted 4" to accommodate 0.10' overlay (**Replace with MGS, Metal Posts, new end terminal systems**)
- PM 36.0, 528 LF, MBGR, Mix of Wood and Metal Posts, Older Terminal Systems, Height will need to be adjusted to accommodate 0.10' overlay (**Replace with MGS, Metal Posts, new end terminal systems**)
- PM 36.4, 751 LF, MBGR, Wood Posts, Older Terminal Systems, Height will need to be adjusted to accommodate 0.10' overlay (**Replace with MGS, Metal Posts, new end terminal systems**)
- PM 36.6, 818 LF, MBGR, Metal Posts, Older Terminal System on west end, buried on east end, Height will need to be adjusted to accommodate 0.10' overlay (**Replace with MGS, Metal Posts, New End Terminal System on West End, Buried End Terminal on East End**)
- PM 36.7, 496 LF, MBGR, Metal Posts, Older Terminal System on East end, buried on West end, Height will need to be adjusted to accommodate 0.10' overlay (**Replace with MGS, Metal Posts, New End Terminal System on East End, Buried End Terminal on West End**)
- PM 36.9, 162 LF, MBGR, Metal & Wood Posts, New MSKT Terminal System (**No Work to Bridge Approach and Departure Guardrail, Area will be Milled to keep height within tolerance to accommodate 0.10' overlay**)

Right-of-Way

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



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Staging/Stockpiling

Multiple locations are available for staging/stockpiling use. No grading and/or site preparation will occur. Approved staging locations include:

PM 30.25 EB Gravel Pullout

PM 30.78 WB Gravel Pullout

PM 32.0 EB Paved Pullout

PM 32.6/32.76 Both sides EB/WB Paved Turnouts

PM 32.86 EB Gravel Pullout

PM 33.15 WB Gravel Pullout

PM 34.4 Large Earthen Pullout

Disposal/Borrow Sites

The project would not utilize borrowed material. Excess material will be the property of the contractor.

Utilities

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

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.

Permits

No permits are necessary based on the current scope of work.