



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

Project Information

Project Name (if applicable): Moon Lake Overlay

DIST-CO-RTE: 02-LAS-395

PM/PM: 130.0/133.0

EA: 02-4J850

Federal-Aid Project Number: 0223000080

Project Description

The California Department of Transportation (Caltrans), utilizing State Funds only, is proposing to restore State Route 395 in Lassen County from Post Miles 130.0 to 133.0 to a condition that requires minimal maintenance. This Highway Maintenance (HM) dollar job would apply a 0.10' Hot Mix Asphalt (HMA) overlay with isolated digouts on SR 395 in Lassen County. All work will be done within the existing roadway prism and no work will be performed on bridge decks.

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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

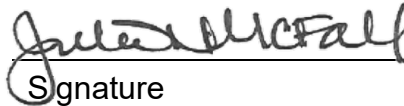
Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class 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

8/16/23

Date

Project Manager

Brandon Trent

Print Name


Signature

8/17/23

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, 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 Print Name, N/A Signature, N/A Date

Project Manager/ DLA Engineer

N/A Print Name, N/A Signature, N/A Date

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

Date of Environmental Commitment Record or equivalent: 8/11/2023

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:

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Project Description (cont.): Pavement mill and fill will occur at begin and end conforms. Shoulder backing will be placed, as needed. Existing asphalt dike may be capped or replaced. There will be no increase in disturbed soil area or impervious surface. Existing thermoplastic pavement markings and stripes will be removed. This project will be constructed in 2024 and will take approximately 25 working days.

Purpose: The purpose of the project is to extend the useful service life of the pavement, improve ride quality and facility safety/reliability, and restore the pavement to a state of good repair.

Need: The majority of the pavement within the project limits exhibits various forms and levels of distress.

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 post miles:

- PM 130.34 (Unpaved pullout, NB side)
- PM 130.53 (Unpaved pullout, NB side)
- PM 130.76 (Unpaved pullout, NB side)
- PM 131.35 (Unpaved pullout, SB side)
- PM 131.66 (Paved pullout/maintenance road, NB side)
- PM 132.31 (Unpaved pullout, SB side)

Disposal/Borrow Sites

The project would not utilize borrowed material. If excess material is generated it will become 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.