



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

**Project Information**

**Project Name (if applicable):** State Route 178 TMS Repairs

**DIST-CO-RTE:** 06-KER-178

**PM/PM:** 13.6/24.6

**EA:** 06-1G120

**Federal-Aid Project Number:** N/A

**Project Description**

The California Department of Transportation proposes to place chip seal over the existing pavement and install dig outs (cold plane 0.25' existing pavement and replace with 0.25' HMA), remove few existing signs, remove, and replace traffic stripes, markings and pavement markers, and sign panels on the existing posts 1.9 miles east of Cottonwood Creek Bridge to 0.2 miles west of Democrat springs road.

- 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**

Pedram Mafi

Print Name

Signature

8/22/2023

Date

**Project Manager**

Rene Sanchez

Print Name

Signature

8/22/2023

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

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

### Project Manager/ DLA Engineer

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

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

**Date of Environmental Commitment Record or equivalent:** N/A

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:**

A standard lead compliance plan should be included as a special provision, [SSP 7-1.02K\(6\)\(j\)\(iii\)](#)-attached. [SSP 36-4](#) attached, may also be required when high lead concentration paints are on the surface to be grinded or cold planed, but residue will be non-hazardous, and removal when residue is definitely non-hazardous. Used for new yellow paints and all other colors of paint.

Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. If encountered, soil with elevated concentrations of lead as a result of ADL on the state highway system right of way within the limits of the project will be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This Agreement allows such soils to be safely reused within the project limits as long as all requirements of the Agreement are met.