



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

**Project Information**

**Project Name (if applicable):** Budden Canyon Overlay

**DIST-CO-RTE:** 02-TEH-36

**PM/PM:** 6.0/R12.6

**EA:** 02-4J890

**Federal-Aid Project Number:** 0223000084

**Project Description**

The California Department of Transportation (Caltrans), using State funds only, is proposing to restore State Route 36 in Tehama County from PM 6.0 to R12.6 to a condition that requires minimal maintenance and extends the life of the pavement. This Highway Maintenance (HM) project proposes to perform a 0.10' Rubberized Hot Mix Asphalt (RHMA-G) overlay with isolated digouts on SR 36 in Tehama County.

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

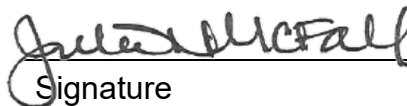
Based on an examination of this proposal and supporting information, the project is:

- 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

9/14/23

Date

**Project Manager**

Brandon Trent

Print Name



Signature

9/18/23

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: 9/13/2023

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 (cont.):** All work will be performed within the existing roadway prism and no work will be performed on bridge decks. Pavement mill and fill will occur at bridge approaches & begin and end conforms. Shoulder backing will be placed, as needed. Guardrail will be reconstructed or adjusted, as necessary. 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.

**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:

- PM 6.37 (Unpaved pullout, EB side)
- PM 6.43 (Unpaved pullout, EB side)
- PM 6.90 (Paved pullout, EB side)
- PM 7.56 (Unpaved pullout, WB side)
- PM 7.93 (Paved pullout, WB side)
- PM 8.65 (Unpaved pullout, WB side)
- PM 9.66 (Unpaved pullout, EB side)
- PM 10.05 (Paved pullout, EB side)
- PM 11.50 (Unpaved pullout, WB side)

### **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.



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### **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.