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

Project Information

Project Name (if applicable): Tangle Blue CAPM

DIST-CO-RTE: 02-TRI-3 **PM/PM:** 67.7/T85.06

EA: 02-0J760 **Federal-Aid Project Number:** 0219000157

Project Description

Caltrans is proposing to perform roadway maintenance on State Route (SR) 3 in Trinity County from Post Mile (PM) 67.70 to 69.00 and PM 75.20 to T85.06. Within the project limits this project would include pavement maintenance, improving drainage, upgrading guardrail, and updating bridges.

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** 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	Julie McFall Digitally signed by Julie McFall Date: 2024.01.30 14:48:48 -08'00'	
Print Name	Signature	Date

Project Manager

Alyson Sinclair	Alyson Sinclair Digitally signed by Alyson Sinclair Date: 2024.01.30 15:57:10 -08'00'	1/30/2024
Print Name	Signature	Date

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)(26)**
- ☐ **23 CFR 771.117(d): activity (d)()**
- ☐ **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

Julie McFall	Julie McFall Digitally signed by Julie McFall Date: 2024.01.30 14:49:02 -08'00'	
Print Name	Signature	Date

Project Manager/ DLA Engineer

Alyson Sinclair		
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 01-29-2024
Date of Environmental Commitment Record or equivalent: 01-29-2024

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).

Continuation sheet:

Purpose

The purpose of the project is to restore deteriorated pavement from PM 67.70 to 69.00 and PM 75.20 to T85.06 to a state of good repair utilizing a 10-year design life strategy, minimizing the need for continued maintenance. Repair or replace guardrail, bridge approach rail, bridge deck, and drainage facilities to improve overall condition, extend the service life, minimize future maintenance costs, and provide a safer traveled way to the public.

Need

The pavement from PM 67.70 to 69.00 and PM 75.20 to T85.06 is nearing the deadline for an effective rehabilitation. The Coffee Creek Overflow Bridge (No. 05-0033), various sections of guardrail, and some bridge approach railing need to be upgraded or replaced to meet current safety standards. Many culverts are in fair or poor condition, have deteriorated inverts or separated joints, and require maintenance; otherwise, failure would result in damage to the highway.

Project Description

- Perform maintenance in areas of localized pavement distress across the roadway pavement from PM 67.70 to PM 69.00, and from PM 75.20 to T85.06
- Driveways and Public Road Connections: Provide 0.2 feet of Hot Mixed Asphalt (HMA) overlay and conform to existing paved driveways and public road connections out to Right of Way.
- Guardrail: Upgrade guardrail from Metal Beam Guard Rails (MBGR) to Midwest Guardrail System (MGS) within the paving limits and on bridges with proposed work.
- Structures/Bridges: Six bridges within the project limits would have end anchor block and transition railing work.
- Paved Ditches: Due to the high erodibility of existing roadside ditches maintenance crews are removing sediment multiple times a year to ensure water can flow properly and prevent roadway damage. To minimize future maintenance costs, and improve worker safety, Caltrans would pave the roadside ditches with a 10:1 or 6:1 side slope to areas of targeted distress from PM R79.69 to T84.83.
- Repairs to drainage facilities within the project limits are outlined in the tables on the following pages (4-7):

Culvert Scope

Existing Culverts

Post Mile	Notes	Existing Culvert Diameter (ft)	Existing Culvert Length (ft)	Proposed Culvert Diameter (ft)	Proposed Culvert Length (ft)	Work Description
72.72	Replace	2	145	2	105.00	Replace culvert, replace existing DI with DI Type GDO, and add RSP at outlet
72.98	Joint Sealing/Repair	2	83	2	104.00	Replace culvert, replace existing DI with DI Type GDO, add RSP at outlet, use two pipes for the main section, and add DI Type GDO between them
74.72	Consider Liner both CSP's	4	57	6'x12'	68.00	Replace the existing double barrel culvert with a 6'x12' Precast Box Culvert, replace HW and add railing on top of headwall
77.38	Joint Sealing/Repair	2	98	2	116.00	Replace culvert, replace FES at outlet, and add FES and RSP at outlet
78.40	Improve inlet catchment area	2	86	2	75.00	Replace culvert, replace existing DI at the top of the slope with FES and RSP, add DI Type GDO where the part system connects, and replace FES at outlet
78.43	Joint Sealing/Repair	2	94	2	91.00	Replace culvert, replace FES at inlet, and add FES and RSP at outlet
79.08	Replace	4' x 2' elliptical	64	4	71.00	Replace existing elliptical culvert with 48" CSP circular culvert, add DI Type GDO where the two culverts connect, replace FES at inlet and outlet, and add RSP at inlet and outlet
79.08	Joint Sealing/Repair	4' x 2' elliptical	49	4	48.00	
T80.00	Replace	1.5	32	2	38.00	Upsize to 24" CSP culvert, replace existing DI with DI Type GDO, and add RSP at outlet
T80.19	Replace	1.5	74	2	63.00	Upsize to 24" CSP culvert, add DI Type

						GDO, and add RSP at outlet
T81.47	Replace	1.5	64	2	61.00	Upsize to 24" CSP culvert, remove headwall at inlet, add DI Type GDO, and add RSP at outlet
T81.53	Replace	1.5	48	2	45.00	Upsize to 24" CSP culvert, replace existing DI with DI type GDO, and add RSP at outlet
T81.84	Joint Sealing/Repair	3	62	3	61.00	Replace culvert in kind, add DI Type GDO, and add RSP at outlet
T82.50	Replace	1.5	64	2	62.00	Upsize to 24" CSP culvert, replace HW at inlet, and add RSP at outlet
T82.51	Joint Sealing/Repair	5.5	87	5.5	89.00	Possible concrete collar pour over break, however, location was visited during site visit and currently being discussing with construction to see if this even needed.
T82.61	Replace	1.5	31	2	34.00	Upsize to 24" CSP culvert, add DI Type GDO, and add RSP at outlet
T82.86	Replace	2	35	2	41.00	Replace culvert, add DI Type GDO and add RSP at outlet
T82.95	Replace	2	27	2	31.00	Replace culvert, replace existing DI with DI Type GDO, and add RSP at outlet
T83.07	Replace a Section	2	66	2	Main section: 61, Down drain: 8, Total: 69	Replace culvert, add DI Type GDO and add down drain and RSP at outlet
T83.17	Replace a Section	1.5	40	2	48.00	Upsize to 24" CSP culvert, remove headwall at inlet, add DI Type GDO, and add RSP at outlet
T83.34	Replace	1.5	32	2	34.00	Upsize to 24" CSP culvert, replace existing DI with DI type GDO, and add RSP at outlet
T83.40	Replace	1.5	45	2	47.00	Upsize to 24" CSP culvert, replace existing

						DI with DI Type GDO, and add RSP at outlet
T83.59	Replace a Section	1.5	43	2	43.00	Upsize to 24" CSP culvert, replace existing DI with DI Type GDO, and add RSP at outlet
T83.63	Replace	1.5	40	2	42.00	Upsize to 24" CSP culvert, add DI Type GDO, and add RSP at outlet
T83.82	Replace	1.5	41	2	38.00	Upsize to 24" CSP culvert, add DI type GDO and add RSP at outlet
T83.93	Replace	1.5	61	2	60.00	Upsize to 24" CSP culvert, remove HW at inlet, add DI Type GDO and add RSP at outlet
T83.98	Replace	1.5	44	2	41.00	Upsize to 24" CSP culvert, replace existing DI with DI Type GDO, and add RSP at outlet
T84.05	Replace	1.5	40	2	38.00	Upsize to 24" CSP culvert, add DI Type GDO, and add RSP at outlet
T84.14	Replace	1.5	33	2	40.00	Upsize to 24" CSP culvert, add DI Type GDO, and add RSP at outlet
T84.39	Replace	3	52	3	55.00	Replace culvert in kind, add FES at inlet, and add RSP at outlet
T84.57	Replace	1.5	42	2	46.00	Upsize to 24" CSP culvert, replace existing DI with DI Type GDO, and add RSP at outlet
T84.83	Replace	1.5	64	2	59.00	Upsize to 24" CSP culvert, replace existing DI with DI Type GDO, and add RSP at outlet
T84.87	Replace	2	45	2	56.00	Replace culvert, add FES at inlet, and add RSP at inlet and outlet
T84.92	Replace	3	36	3	41.00	Replace culverts in kind, add DI Type GDO where two pipes connect, add FES at inlet, and add RSP at inlet and outlet

Proposed Culverts

#	PM	Proposed Diameter (ft)	Proposed Length (ft)	Work Description
1	T81.80	2	37	Add 24" culvert, add DI Type GDO, and add RSP at outlet
2	T81.88	2	38	Add 24" culvert, add DI Type GDO, and add RSP at outlet
3	T82.27	2	31	Add 24" culvert, add DI Type GDO, and add RSP at outlet
4	T82.45	2	50	Add 24" culvert, add DI Type GDO, and add RSP at outlet
5	T82.78	2	52	Add 24" culvert, add DI Type GDO, and add RSP at outlet
6	T82.90	2	40	Add 24" culvert, add DI Type GDO, and add RSP at outlet
7	T83.01	2	36	Add 24" culvert, add DI Type GDO, and add RSP at outlet
8	T83.12	2	33	Add 24" culvert, add DI Type GDO, and add RSP at outlet
9	T83.26	2	34	Add 24" culvert, add DI Type GDO, and add RSP at outlet
10	T83.46	2	32	Add 24" culvert, add DI Type GDO, and add RSP at outlet
11	T84.20	2	37	Add 24" culvert, add DI Type GDO, and add RSP at outlet
12	T84.44	2	45	Add 24" culvert, add DI Type GDO, and add RSP at outlet
13	T84.67	2	42	Add 24" culvert, add DI Type GDO, and add RSP at outlet

Material Disposal/Borrow Sites
The project would not utilize borrowed material. The project would develop a preliminary conceptual plan for disposal sites at PM 73.14 and PM T82.00.

The area at PM 73.14 consists of 0.679 acres and has the capacity to hold 1,100 cubic yards of material (assuming 1' depth of material). The area is owned by the USFS. Prior to disposing of material at this location Caltrans will coordinate with the USFS and develop any necessary agreements for use, which may include a Special Use Permit.

The area at PM T82.00 consists of 0.682 acres and has the capacity to hold 1,100 cubic yards of material (assuming 1' depth of material). Preliminary environmental studies identified a jurisdictional feature within the potential disposal area limits; it is assumed that future use of the area would avoid impacts to the jurisdictional resource. Use of the area at PM T82.00 as a disposal site would not have a potentially significant impact to any sensitive resources. The area is privately owned. Prior to disposing of material at this location Caltrans will coordinate with the landowner and develop any necessary agreements for use.

Right-of-Way
This project anticipates one temporary construction easement (TCEs), one Special Use Permit (SUP) and the potential permanent acquisition of the disposal site at PM T82.00.

Staging/Stockpiling
There are multiple pullout locations within Caltrans right-of-way that would be utilized as staging areas within the project limits.

Utilities
All utilities in proximity to the locations of work would be protected in place. If any relocations will be needed, they will be coordinated within Caltrans Right of Way.

Consultation/Coordination
Caltrans performed an environmental evaluation consisting of a review of resource records and databases, consultation, and coordination with applicable agencies and individuals.

Permits
The following permits are anticipated for this project:

- California Department of Fish and Wildlife Section 1602 Lake and Streambed Alteration Agreement.
- U.S. Army Corps of Engineers Clean Water Act Section 404, Non-reporting Nationwide Permit 3.
- Regional Water Quality Control Board CWA Section 401 Water Quality Certification from the North Coast Regional Water Quality Control Board.