



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

Project Information

Project Name (if applicable): Willows CAPM

DIST-CO-RTE: 03-GLE-162

PM/PM: 65.20/66.70

EA: 03-0J510

Federal-Aid Project Number: 0319000292

Project Description

The California Department of Transportation (Caltrans) proposes a Capital Preventative Maintenance (CAPM) project along State Route (SR) 162 in Glenn (GLE) County. The purpose of the proposed project is to improve the pavement condition and prevent further deterioration of SR 162 between post miles 65.2 and 66.7, address flooding at PM 65.4, replace aging sign panels and Traffic Management System (TMS) elements and provide standard ADA curb ramps within the project limits. The project is needed to preserve the existing roadway as pavement conditions have deteriorated over time. The Pavement Condition Summary Report has revealed that the Alligator B Cracking is expected to increase from 3.61% to 14.02% and the International Roughness Index (IRI) will increase from 172 to 188 by project delivery in 2025. The re-design and replacement of one drainage system is needed to reduce the risk of future flooding at that location. Several roadside signs, and three traffic monitoring stations have been identified as requiring replacement. Fifty-three curb ramps have been found to be non-compliant with ADA standards and require replacement. Construction of those ADA curb ramps will require the relocation of existing traffic signals at three intersections.

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 1(c).** (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

Mundeep Purewal	<i>Mundeep Purewal</i>	7/27/23
Print Name	Signature	Date

Project Manager

Ephrem Teweldeberhan	<i>Ephrem Teweldeberhan</i>	7/27/2023
Print Name	Signature	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)(26)
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

Mundeep Purewal Mundeep Purewal 7/27/23
Print Name Signature Date

Project Manager/ DLA Engineer

Ephrem Teweldeberhan Ephrem Teweldeberhan 7/27/2023
Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable): 07/27/23
Date of Environmental Commitment Record or equivalent: 07/27/23

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:

Caltrans proposes to cold plane 0.30' of existing pavement and place 0.20' of Rubber Hot Mixed Asphalt-gap graded (RHMA-G) and 0.10' of Rubber Hot Mixed Asphalt-open graded (RHMAO) within the project limits. Locations with severe existing asphalt pavement failure will be repaired with dig outs.

To address the flooding issue at Postmile (PM) 65.4, Caltrans will remove (1) 36" corrugated steel pipe (CSP) and install multiple culverts and drainage inlets in place of the 36" CSP. This project aims to upgrade 53 nonstandard ADA curb ramps, install 2 Rectangular Rapid-Flashing Beacons, one detectable warning surface, and place high-visibility crosswalks. Existing crosswalks, lanes, and shoulders will be restriped with new standard 6" thermoplastic traffic stripes and receive pavement markings. Furthermore, 3 traffic monitoring stations and multiple roadside panels will be replaced. Class III Bike Route signs will be installed at appropriate locations throughout the project limits.

In addition, traffic signal systems and utility cabinets will be relocated at 3 intersections within the project limits to account for ADA curb ramp improvements. The Railroad line crossing State Route 162, east of Tehama Street, will require an upgraded 16-wire system to run the preemptive operation. The conduit, 16-wire connection and cabinet will be replaced as the preemptive portion of the work. The signal and electrical cabinets at the Tehama intersection will be relocated from the southeast corner to the northeast corner to provide pedestrian clearance on the southeast sidewalk and maintenance clearance to access the cabinets. Potholing will be performed before construction to verify the locations of underground utilities. There are a total of 88 positive Locations within the project limits. 48 test holes will be created using a high-power vacuum suction system. The holes will be around a foot in diameter, and the depth will span from ground level to approximately from 3 to 12 feet. The hole will be backfilled and compacted to original conditions using the same extracted material. 40 positive locations will use Electronic Detection.

Staging

Caltrans does not anticipate any staging areas outside of state right of way or the Temporary Construction Easements provided. If any future sites are required by the Contractor, the sites will need to be cleared by Caltrans Environmental Staff.

Disposal/Borrow

Based on the current scope of work, the project will not utilize any borrowed material or require the use of disposal sites. If required, the Contractor will be responsible for the disposal of excess material.

Right-of-Way

48 Temporary Construction Easements (TCEs) and 6 partial acquisitions will be needed for this project. One drainage easement will also be required.



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Consultation/Coordination

Consultation was conducted with the following agencies:

- Cultural Studies Office (CSO)
- State Historic Preservation Office (SHPO)

A Finding of Effects Report was submitted to the CSO and SHPO for minor impacts to the California Northern Railroad (Hamilton Subdivision). The result was a Finding of No Adverse Effect for this historic feature.

Permits

Based on the proposed scope of work, environmental permits are not anticipated.

Utility

Utility Relocation may be anticipated. Caltrans will try to avoid future conflicts and work with utility lines within the project limits. If determined there is a need for utility relocation, it is expected to occur within the state right of way.