



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

**Project Information**

**Project Name (if applicable):** McCloud CAPM

**DIST-CO-RTE:** 02-SIS-89

**PM/PM:** 21.00/R34.62

**EA:** 02-0J850

**Federal-Aid Project Number:** 0219000168

**Project Description**

The California Department of Transportation (Caltrans), using state and federal funding, is planning to perform a Capital Preventative Maintenance (CAPM) pavement restoration project on State Route (SR) 89 in Siskiyou County from postmile (PM) 21.0 to PM R34.62.

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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

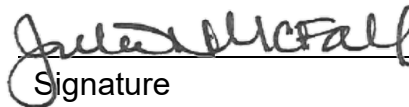
Based on an examination of this proposal and supporting information, the project is:

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

5/14/24

Date

**Project Manager**

Catherine Low

Print Name

*Catherine Low*

Signature

5/14/2024

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

Julie McFall
Print Name
Signature
Date 5/14/24

Project Manager/ DLA Engineer

Catherine Low
Print Name
Signature
Date 5/14/2024

Date of Categorical Exclusion Checklist completion (if applicable): 2/15/24
Date of Environmental Commitment Record or equivalent: 5/14/24

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:

The project includes the following:

- Overlay 0.15-ft of Rubberized Hot Mixed Asphalt (RHMA) from edge of pavement (EP) to edge of pavement across approximately 13.4 miles of State Route 89 in Siskiyou County from postmile (PM) 21.2 to PM 34.62.
- The failing areas in the existing highway will be repaired with grinder dig outs and a 0.15-foot Rubberized Hot Mix Asphalt will be applied to resurface the highway.
- Overlay all permitted paved driveways and public road connections up to the existing right-of-way (R/W).
- Replace, replace, and/or bring up to current standards 16 deficient culverts.
- Replace and bring up to current standards: guardrail, signage, delineators, pavement markers, and pavement markings.
  - Replace 39 signs throughout the project limits.
  - Place recessed thermoplastic traffic stripe with enhanced wet night visibility.
  - Place sprayable thermoplastic pavement markings
  - Replace existing recessed pavement markers and centerline rumble strip from PM 28.0 to PM 34.0
  - Replace existing object markers and delineators with metal posts.
- Wildlife fencing will be installed from just north of Mud Creek Bridge at PM 21.03 to Pilgrim Creek Road at PM 21.35.
- Shoulders will be widened to 8 feet from the end of Mud Creek Bridge (PM 21.2) to McCloud (PM 24.0).
- Replace approximately 4,700 feet of Metal Beam Guardrail (MBGR) with Midwest Guardrail System (MGS).
- Drainage/Culvert Work includes the following:

Location PM	Proposed Culvert	Existing Culvert Length (ft)	Proposed Culvert Length (ft)	Existing Diameter (inches)	Comments	Existing Inlet End treatment	Existing Outlet End Treatment
21.40	CSP	48	110	30	Extend: NB side extend 19'. SB side extend 21'.	Head Wall	None
21.59	CSP	54	90	36	Extend: NB side extend 19'. SB side extend 23'.	FES	FES
21.85	Concrete Box	53	100	96 x 60	Extend: NB side extend 27'. SB side extend 27'.	Head Wall	Head Wall
23.68	CSP	54	80	24	Replace in kind and extend. NB side extend 13'. SB side extend 20'.	None	Head Wall
24.57	CSP	93	93	18	Increase to 24" if possible	Headwall	None
24.64	CSP	78	78	24	Liner	None	None
24.73	CSP	140	140	48	Replace in kind	None	None



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24.86	CSP	136	136	24	Replace in kind	Headwall	None
25.50	CSP	12	12	18	Increase to 24" if possible	Drainage Inlet	None
25.50	CSP	44	44	18	Increase to 24" if possible	Drainage Inlet	None
25.50	CSP	502	502	18	Increase to 24" if possible	Drainage Inlet	None
25.50	CSP	41	41	18	Increase to 24" if possible	Drainage Inlet	None
25.68	CSP	82	82	18	Increase to 24" if possible	Drainage Inlet	None
27.62	CSP	67	67	18	Increase to 24" if possible	None	None
29.20	CSP	75	75	18	Increase to 24" if possible	None	Point of Inflection
29.20	CSP	121	121	18	Increase to 24" if possible	None	None
30.57	CSP	79	79	18	Increase to 24" if possible	None	None
31.36	CSP	38	38	18	Increase to 24" if possible	None	None
32.25	CSP	78	78	18	Increase to 24" if possible	None	None
32.61	CSP	76	76	24	Replace in kind	None	None

**Purpose:** The purpose of the project is to extend the pavement life, improve ride quality, minimize worker exposure, and reduce extraordinary maintenance.

**Need:** Pavement within the project limits is deteriorating to the extent that routine maintenance is no longer enough to maintain reasonable ride quality. A number of culverts are in fair or poor condition and may cause damage to the roadway if not repaired or replaced.

### Right-of-Way

Minor amounts of Right-of-Way acquisition will be necessary to accommodate the wider roadway. It is anticipated that Temporary Construction Easements (TCE) will be required at various locations throughout the project limits for culvert and driveway work. Encroachment permits may be required for road connections within McCloud. No utility conflicts are anticipated, but potholing will be required in the vicinity of the guardrail at the SR 89/I-5 separation.

### Staging/Stockpiling

There are multiple pullout locations within Caltrans right of way that can be utilized as staging areas within the project limits. Only existing pullouts will be utilized for staging and stockpiling.

### Disposal/Borrow Sites

Imported/borrow material will be needed for the project; the borrow site material will be tested to meet Caltrans Standard Specifications (19-7 Borrow Material, 19-7.01D,



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Quality Assurance) before it is brought into Caltrans Right of Way. Excess material will be the property of the contractor.

### **Consultation/Coordination**

Caltrans has performed an environmental evaluation consisting of a review of resource records and databases, consultation, and coordination with applicable agencies and individuals. Based on the current scope of work it is anticipated that known resources can be avoided.

### **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.

### **Permits**

No permits are necessary based on the current scope of work.