



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

**Project Information**

**Project Name (if applicable):** Burnt Ranch CAPM/Left Turn Lane

**DIST-CO-RTE:** 02-TRI-299

**PM/PM:** 8.3/15

**EA:** 02-0J530/02-0J790 **Federal-Aid Project Number:** 0219000133/0219000161

**Project Description**

The California Department of Transportation (Caltrans), using State funds, is proposing a project to upgrade drainage systems and repave existing surfaces to current standards. The project is located along State Route (SR) 299, between post miles (PM) 8.3-15, in Trinity County.

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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


12/5/24

Date

**Project Manager**

Bill Barnes

Print Name



Signature

12/5/2024

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 12/5/24

Project Manager/ DLA Engineer

Bill Barnes
Print Name
Signature
Date 12/5/2024

Date of Categorical Exclusion Checklist completion (if applicable): 9/18/24
Date of Environmental Commitment Record or equivalent: 12/5/24

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:

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**Additional Work:** Work will include rehabilitating 6.7 miles (PM 8.3 to PM 15.0) of pavement by cold planing 0.15 feet of existing pavement and overlaying with 0.15 feet of rubberized hot mix asphalt (RHMA). Additional work involves replacement or repair of 15 culverts or drainage features using the following methods: cut and cover, one trenchless development (PM 10.34), and placement of rock slope protection (RSP).

The project also includes:

- Removal and replacement of thermoplastic pavement markings
- Replacement of signage
- Replacement of pavement markers
- Paving of existing maintenance pullouts

A left turn lane will be constructed at the Burnt Ranch School Road intersection (PM 11.53) to improve safety and operations at the intersection. The left turn lane will have 0.55 feet of HMA and 0.40 feet of Class 2 aggregate base. The left turn lane reconstruction will bring the intersection angle up to standard, realign Burnt Ranch School Road for the T-intersection, improve stopping sight distance. The realignment will provide an additional merge area for left turns from Burnt Ranch School Road onto SR 299 and right turns onto Burnt Ranch School Road from SR 299, especially for buses and firetrucks, which currently encroach into oncoming traffic.

### **Burnt Ranch CAPM**

**Purpose:** The purpose of this project is to restore the facility to a state of good repair so that the roadway will be in a condition that requires minimal maintenance.

**Need:** The existing pavement condition is in good to fair condition. In 2026, the delivery year predicted pavement condition is fair, and the average International Roughness Index (IRI) of all lane miles is 118. The Alligator B Cracking is predicted to average 16.24%. Rutting is predicted to be less than 0.1 inch. Several culverts are in fair or poor condition and may cause damage to the roadway if not repaired or replaced.

### **Burnt Ranch Left Turn Lane**

**Purpose:** The project's purpose is to improve operations and reduce delays while enhancing safety on SR 299 at Burnt Ranch School Road by constructing a westbound LTL that includes storage to accommodate expected traffic volumes.

**Need:** School buses, fire trucks, and other traffic turning left from SR 299 must slow, stop in the westbound traveled way, and wait for a clear opening to continue their turn movement onto Burnt Ranch School Road. Traffic stopped in the westbound lane of SR 299 waiting to turn onto Burnt Ranch School Road can delay traffic and increase the risk of rear-end crashes.



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### **Right of Way**

Two Temporary Construction Easements (TCE) will be required for the proposed project and five permanent acquisitions will be needed.

### **Staging/Stockpiling**

Staging will be limited to existing paved or gravel pullouts within the project limits and Caltrans ROW limits. No vegetation removal will occur for the purpose of staging/stockpiling.

### **Disposal/Borrow Sites**

The project would not utilize borrowed material. A disposal site has not been environmentally cleared for the use of disposing material for this project. Material will become the property of the contractor, or Caltrans will specify an optional disposal site in the construction contract.

### **Coordination/Consultation**

To identify potential cultural resources, Caltrans staff conducted a review of internal and external agency resource records and databases. Additionally, field reviews of the project area were conducted by cultural staff. Implementation of Caltrans standard Avoidance and Minimization Measures will ensure avoidance of known cultural resources.

Construction activities will require tribal monitoring for all ground disturbing activities.

### **Utilities**

Utility conflicts with Frontier exist parallel along Burnt Ranch School Road, and one joint pole that is used by Frontier and PG&E. All utility conversations will be coordinated with Caltrans Right of Way.

### **Permits**

The following permits are anticipated: a 401 for the North Coast Regional Water Quality Control Board, a 1600 Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife, and a 404 Non-Reporting from the U.S. Army Corps of Engineers.