



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

Project Information

Project Name (if applicable): State Route 41 Capital Maintenance Project

DIST-CO-RTE: 06- MAD- 41-PM 22.1/34.1

PM/PM: 22.1/34.1

EA: 06-1E960

Federal-Aid Project Number: 0622000123

Project Description

The project proposes to resurface the existing pavement to extend the pavement service life, improve pedestrian facilities within the Community of Coarsegold, and upgrade safety features. Pavement resurfacing will include cold planing 0.25 feet of existing asphalt pavement and placing 0.10 feet of Rubberized Hot Mix Asphalt (Type G) over 0.15 feet of Hot Mix Asphalt (Type A) after sealing cracks and repairing localized failures.

Pedestrian infrastructure improvement in the Community of Coarsegold will include the construction of new sidewalks, ADA-compliant curb ramps, and curb and gutter systems, in addition to improved crosswalk visibility through the installation of streetlights and flashing beacons. Existing drainage inlets that are behind the proposed sidewalk will be replaced with a manhole at approximately PM 28.02 and PM 28.17. New drainage inlets will be placed in front of the sidewalk at those locations and connected to the existing culverts under State Route 41. An additional two inlets and two connecting culverts will be needed on both sides of the driveway to the Gold Creek Center at approximately PM 28.22, along the proposed northbound sidewalk. Reconstruction of the existing shoulder may be needed on northbound State Route 41 at the sidewalk location in the Community of Coarsegold.

Safety feature upgrades will include the replacement of existing asphalt concrete (AC) dikes, the placement of shoulder backing where required, and the replacement of existing guardrails upgraded to current standards at the following locations:

- PM 23.214- PM 23.388 (right of SB embankment guardrail)

Natural Environment Study (Minimal Impacts)

- PM 23.468- PM 23.762 (right of SB embankment guardrail)
- PM 27.892- PM 28.935 (right of SB embankment)
- PM 27.922-PM 27.952 (right of NB approach/departure guardrails to bridge rail)
Coarsegold Creek Bridge No. 41-0021
- PM 28.050 (right of NB guardrail shielding a tree)
- PM 28.260 (right of SB guardrail shielding a tree)
- PM 29.14- PM 29.23 (right of NB embankment guardrail)



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- PM 29.402- PM 29.459 (right of NB embankment guardrail)
- PM 31.967-PM 32.049 (right of NB embankment guardrail)
- PM 31.961-PM 32.044 (right of SB embankment guardrail)
- PM 32.190- PM 32.306 (right of SB embankment guardrail)
- PM 33.180- PM 33.287 (right of NB embankment guardrail)
- PM 33.938- PM 34.018 (right of NB embankment guardrail)

Concrete barrier transitions will also be constructed to connect the guardrails at the approach and departure of the Coarsegold Creek Bridge No. 41-0021. Traffic safety features will be further upgraded by reinstalling centerline and shoulder rumble strips, replacing pavement striping and roadside markers, and upgrading roadside signs. Lastly, the project proposes to update traffic signal loops and lighting where State Route 41 intersects Lucky Lane (PM 24.50), Road 417 (PM 25.00), and Road 415 (PM 28.00). It will also replace existing hoses with pull and box loops where State Route 41 intersects Kennedy Road (PM 24.85) and Road 417 (PM 24.97 and PM 25.37). Other updates include the installation of crosswalk lighting and a rectangular flashing beacon at PM 28.12, modification of an existing signal-ahead flashing beacon at PM 28.12, and relocation of a service enclosure at Morava Road (PM 28.91).

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

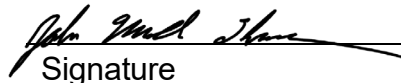
Based on an examination of this proposal and supporting information, the project is:

- ☐ **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

John Thomas

Print Name


Signature

8/4/2025

Date

Project Manager

Ilda Thanas

Print Name


Signature

8/4/2025

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)(1)**

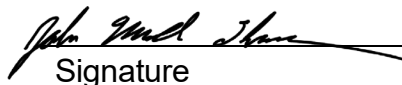
☐ **Activity listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **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

John Thomas

Print Name


Signature

8/4/2025

Date

Project Manager/ DLA Engineer

Ilda Thanas

Print Name


Signature

8/4/2025

Date

Date of Categorical Exclusion Checklist completion (if applicable): 6/20/2025

Date of Environmental Commitment Record or equivalent: 5/22/2025

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:

Biology:

Environmental Awareness Training. Worker Environmental Awareness Training will be performed by a qualified biologist for all work personnel to inform them of the special-status species potentially within the work area, protective measures, reporting procedures, and consequences of violating environmental laws and permit requirements.

To ensure special-status or sensitive plant species have not recruited into the project area or were undetectable during initial surveys, the following Avoidance and Minimization Measures are proposed:

- **Environmental Awareness Training.** Worker Environmental Awareness Training will be performed by a qualified biologist for all work personnel to inform them of the special-status species potentially within the work area, protective measures, reporting procedures, and consequences of violating environmental laws and permit requirements.

- **Pre-construction Survey.** Pre-construction botanical surveys will be performed the flowering season prior to construction at all project work areas where ground-disturbance is anticipated and suitable habitat for the described species exists.

- **Environmentally Sensitive Areas.** If populations of special status plants are discovered in proximity to project work areas, populations will be delineated and protected by an environmentally sensitive area (ESA) buffer, clearly designated by high visibility fencing or flagging.

Archaeology:

It is Caltrans' policy to avoid cultural resources whenever possible. Further investigations may be needed if the site[s] cannot be avoided by the project. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed.

P-20-000033/CA-MAD-33

Proposed undertaking activities identified near the resource location consist of cold planing the existing roadway that is limited to the current road structure. To ensure resource protection, Caltrans will establish an Environmentally Sensitive Area (ESA) at the resource boundaries to protect and prevent ground disturbance within the resource.

P-20-002634/CA-MAD-2491

The archaeologists did not identify any related archaeological materials associated with the P-20-002634/CA-MAD-2491 in the Caltrans ROW during the pedestrian survey. The archaeologists did not try to relocate the materials on private property. Proposed undertaking activities identified within and near the resource location include cold planing the existing roadway and guardrail replacement. Most of the resource is identified down slope, approximately 65 feet south, and 30 feet below the guardrail replacement activities. The portion



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of P-20-002634/CA-MAD-2941 that overlaps the Caltrans ROW is heavily disturbed due to the construction and paving of SR 41, and driveway construction. To protect the resource, work shall be limited to the roadway and guardrails, an ESA established at the edge of the work area, and archaeological and Native American monitors will be present during initial ground disturbing work.

P-20-001738/CA-MAD-1738/H

The pedestrian survey and XPI did not identify any archaeological materials associated with the resource in the APE. Vegetation obscured the surface and the XPI only recovered modern trash, rodent activity, and roots. Although the resource overlaps the APE, the guardrail work for the undertaking is located between 25 to 85 feet north, and the cold planing work six feet north of the resource boundaries. To protect the resource work will be limited to the roadway and guardrail work areas, an ESA will be established along the resource boundaries, and archaeological and Native American monitors will be present during initial ground disturbing activities.

P-20-001741/CA-MAD-1741/H

Given the previous testing, paved areas, and depth of the current road structure, it is unlikely that the undertaking will impact the resource. However, during the construction phase, staging may take place anywhere within the Caltrans ROW. Therefore, to protect the resource an ESA will be established at the ROW boundary, and archaeological and Native American monitors will be present during initial ground disturbing activities.

P-20-001744/CA-MAD-1744/H

During the pedestrian survey for the undertaking, the archaeologists did not relocate any features or materials associated with the resource in the APE. Ground visibility in this area was low due to pavement, road shoulders, a built-up embankment, leaf litter, and dried vegetation. The majority of the features are approximately 65 meters south of the APE. Additionally, although the site is determined eligible for listing on the NRHP under Criterion D, the SHPO concurred (FHWA910219A, Hull and Mark 1992b) that the portion of the site within the APE is not a contributing element to the property. Activities for the undertaking in this location include cold planing the roadway. To protect the resource, all work activities will be limited to the roadway, an ESA will be established at the edge of pavement, and archaeological and Native American monitors will be present during initial ground disturbing work.

P-20-002634/CA-MAD-2491

The archaeologists did not identify any related archaeological materials associated with the P-20-002634/CA-MAD-2491 in the Caltrans ROW during the pedestrian survey. The archaeologists did not try to relocate the materials on private property. Proposed undertaking activities identified within and near the resource location include cold planing the existing roadway and guardrail replacement. Most of the resource is identified down slope, approximately 65 feet south, and 30 feet below the guardrail replacement activities. The portion of P-20-002634/CA-MAD-2941 that overlaps the Caltrans ROW is heavily disturbed due to the construction and paving of SR 41, and driveway construction. To protect the resource, work shall be limited to the roadway



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and guardrails, an ESA established at the edge of the work area, and archaeological and Native American monitors will be present during initial ground disturbing work.

Noise:

Construction activities will be conducted in accordance with Caltrans Standard Specifications Section 14-8.02 to minimize construction noise impacts. Furthermore, implementing the following measures would minimize the temporary noise impacts from construction:

- Do not exceed 86 dBA Lmax at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Water Quality:

If the project disturbs less than one acre of soil, a Water Pollution Control Plan (WPCP) is required to be prepared by the contractor following the Caltrans 2022 Standard Specification Section 13-1 – Water Pollution.

Air Quality:

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements is a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 10-5 "Dust Control" require the contractor to comply with the San Joaquin Valley Air Pollution Control District's rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code § 11017.