



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

Project Information

Project Name (if applicable): Abbot Mine Curve Improvement

DIST-CO-RTE: 01-LAK-20

PM/PM: 36.3/R44.2

EA: 01-0M310

Federal-Aid Project Number: 0122000135

Project Description

The California Department of Transportation (Caltrans), using state and federal funding, is proposing to improve the existing curve radius on State Route (SR) 20 in Lake County from PM 36.3 to R44.2.

Continued on page 3.

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

12/19/2025

Print Name

Signature

Date

Project Manager

Isral Konopa

Isral Konopa
Isral Konopa (Dec 19, 2025 10:37:54 PST)

12/19/2025

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 4**

☐ **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

Julie McFall

12/19/2025

Print Name

Signature

Date

Project Manager/ DLA Engineer

Isral Konopa

Isral Konopa

Isral Konopa (Dec 19, 2025 10:37:54 PST)

12/19/2025

Print Name

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): 12/19/25

Date of Environmental Commitment Record or equivalent: 12/16/25

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:

Additional work:

This project proposes to increase one curve radius between PM R43.9 to PM R44.2.

The proposed work includes:

- Shoulders would be widened on both sides of State Route 20 to eight feet.
- To complete the change in the curve radius the roadway would need to shift approximately 15 feet to the eastbound lane. This would require cutting into the eastbound hillside. Approximately 23,000 cubic yards of material would need to be excavated. Following completion of the cut slope excavation, an elevated double-twisted wire mesh (DTWM) drapery system would be installed to prevent rockfall from reaching the roadway.
- Rubberized Hot Mix Asphalt (RHMA-G) overlay would be applied throughout the entirety of the new curve radius. Approximately 600 feet of dike would be removed and replaced.
- Two overside drains would be altered. At PM 33.12 one over side drain inlet taper would be replaced and at PM 37.90, one overside drain would be removed without replacement.
- The paved westbound shoulder area would be enlarged approximately twenty feet. It is proposed that the area be rebuilt with a paved structural section to provide a pullout and additional clear recovery zone.
- Treatment Best Management Practices (BMPs) would be installed at the project's starting limit to treat 1.02 acres of impervious surface.

No work would take place on the existing Midwest Guardrail System (MGS) and Alternative In-Line Terminals (AILT). The centerline, shoulder rumble strips, and new striping/delineation would be provided over the work limits. Curve warning and chevron signs would be removed without replacement.

Purpose: The purpose of this project is to reduce the frequency and severity of collisions within this segment of SR 20.

Need: This segment of SR 20 experiences collisions at a rate higher than the statewide average. Collisions primarily occurred during wet conditions.

Right-of-Way

One temporary construction easement (TCE) would be needed at the staging area on Walker Ridge Road PM R43.65. One acquisition would be needed at the top of the cut slope for access.



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Staging/Stockpiling

A staging area is proposed in a Bureau of Land Management (BLM) parking area along Walker Ridge Road at PM R43.65. BLM has approved the use of half of the land during construction in exchange for placing rock on the whole land after construction ends. Additional staging would be available as needed behind temporary construction barriers, including the eastbound lane. No vegetation removal would occur for the purpose of staging/stockpiling.

Disposal/Borrow Sites

No borrow sites would be necessary. The Contractor would take the excess material to the County landfill which has already been used for similar Caltrans disposal needs in past projects.

Coordination/Consultation

To identify potential cultural resources, Caltrans staff conducted a review of internal and external agency resource records and databases. Additionally, a field review of the project area was completed by cultural staff. Once review was completed it was determined the proposed scope of work has no potential to affect cultural resources.

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

Utilities

Utilities are anticipated to be protected in place. All utility conversations will be coordinated with Caltrans Right of Way.

Biological Impacts

Wetland habitat is present at approximately PM 37.90. With the proposed scope of work approximately 0.1 acres of wetland would be impacted. Compensation for wetland impacts would be handled by either mitigation credits or in lieu fees.

Permits

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

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Final Audit Report

2025-12-19

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