



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

**Project Information**

**Project Name (if applicable): SIS 139/161 Pavement**

**DIST-CO-RTE:** 02-SIS-139/161

**PM/PM:** 4.7/5.043,19.0/19.361

**EA:** 02-0K240

**Federal-Aid Project Number:** 0223000126

**Project Description**

The California Department of Transportation (Caltrans), using state funding, is planning to rehabilitate the existing pavement at the intersection of State Route (SR)139 and 161 in Siskiyou County at various post miles (PM).

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

05/04/2026

Print Name

Signature

Date

**Project Manager**

William Barnes

05/04/2026

Print Name

Signature

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

[X] 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)(Enter activity number)
[ ] 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

N/A Print Name, N/A Signature, N/A Date

Project Manager/ DLA Engineer

N/A Print Name, N/A Signature, N/A Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 1/29/2026

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).



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### **Continuation sheet:**

This project proposes:

- Perform digouts estimated at approximately 20% of pavement costs.
- Place 0.2 foot hot mix asphalt (HMA) overlay and cold plane to conform to mainline, structures and driveways, and place shoulder backing.
- Replace existing guardrail on SR 161 EB with MGS. Replace existing curved guardrail at the northwest corner of the SR 139/SR 161 intersection with an alternative crash cushion TL-2. To maximize the coverage of the crash cushion and decrease the probability of impact for vehicles coming from the north turning right, Traffic Safety recommends shifting the edge of traveled way (ETW) stripe away from the edge of pavement along the sweeping right turn lane at the intersection.
- Construct transverse rumble strips on SR 161 and State Line Road along the EB and WB approaches to SR 139 as advance warnings for the stop signs at the intersection.
- Replace four one-post roadside signs, and one two-post roadside sign.

### **Need:**

The majority of the pavement within the project limits exhibits various levels of distress including cracking, rutting, and poor ride quality due to the continuous movement of heavy agricultural equipment.

### **Purpose:**

The purpose of this project is to bring the pavement at the intersection to a state of good repair and reduce distressed lane miles, improve ride quality, minimize future maintenance and costs, and extend the useful pavement life for a minimum of 10 years.

### **Right-of-Way**

Right of Way acquisitions will not be required to construct this project.

### **Staging/Stockpiling**

Staging will be limited to existing paved or gravel pullouts within the project 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. If any excess material is generated, it will become 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



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

individuals. Based on the current scope of work it is anticipated that known resources will not be affected by the project.

### **Utilities**

All utilities in proximity to the locations of work would be protected in place. If any relocations are needed, they will be coordinated within Caltrans Right of Way.

### **Permits**

No permits will be required for this project. Encroachment permits may be required for work outside of Caltrans Right-of-Way.









# 02-0K240 SIS 139 161 CE CE final

Final Audit Report

2026-05-04

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