



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

Project Information

Project Name (if applicable): Placer 49 2R Rehab

DIST-CO-RTE: 03-PLA-49

PM/PM: VAR

EA: 03-4J460

Federal-Aid Project Number: 0323000170

Project Description

Caltrans proposes this Major Pavement Rehabilitation 2R project along State Route 49 (SR-49). This project proposes pavement rehabilitation, drainage systems improvements, ground-mounted sign upgrades, transportation management system improvements, pedestrian facility improvements, and wildlife habitat connectivity improvements (continuation 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 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

Erin Damm		05/18/2026
Print Name	Signature	Date

Project Manager

Sam Vandell		05/19/2026
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 (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

Erin Damm
Print Name
Signature
Date 05/18/2026

Project Manager/ DLA Engineer

Sam Vandell
Print Name
Signature
Date 05/19/2026

Date of Categorical Exclusion Checklist completion (if applicable): 12/15/2025
Date of Environmental Commitment Record or equivalent: 11/08/2025

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:

Purpose: The purpose of this project is to preserve, repair and extend the service life of the existing pavement while improving safety, reliability, and rideability through SR-49 within the project limits: PLA 7.4/R8.9, R10.6/11.373, NEV 0.0/0.2. The project will also restore and extend the useful life of existing drainage systems to mitigate flooding; better prolong the service life of roadbeds; construct pedestrian facility, highway signage, traffic management system, and safety element improvements: provide wildlife habitat connectivity and reduce wildlife mortality within the project limits.

Need: The existing pavement is cracking and will deteriorate unless rehabilitated. Culvert systems are in fair to poor condition with gully erosion at PM 11.37 and sheet flow runoff during heavy rainfall at PM R8.2. Post-mounted signs, guardrails, and curb ramps that do not meet current standards are located within project limits. One flashing beacon is at the end of its life cycle and there is traffic data unavailability at SR-49 and Dry Creek Road intersection. Wildlife vehicle collisions have been identified within the project corridor.

Staging: Possible staging areas have been identified along SR-49 and reviewed by the Environmental specialists. Sensitive areas that should be avoided for staging are noted on the layout sheets.

Disposal/Borrow: It is anticipated that excavated or disturbed soil will have non-hazardous and unregulated levels of lead. Site Investigation will determine the level of lead. Based on the results, the applicable Special Standard Provisions will be provided.

Right-of-Way: All pavement scope of work will be performed within the existing right of way. Temporary construction easements will be required for drainage work, and sidewalk conformity. Permits to Enter and Construct will be pursued for driveway conformity of properties without TCEs and the installation of wildlife fencing along the right-of-way.

Permits/Consultation: There has been consultation with United States Fish and Wildlife, and California Department of Fish and Wildlife. Permits include: California Fish and Game Code Section 1602 Lake or Streambed Alteration Agreement, United States Army Corps of Engineers Clean Water Act Section 404 Nationwide Permit, Regional Water Quality Control Board Clean Water Act Section 401 Water Quality Certification, National Fish and Wildlife Foundation In-Lieu Fee Mitigation.

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Final Audit Report

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Final Audit Report

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