



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

**Project Information**

**Project Name (if applicable):** Trinity Dam Pavement

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

**PM/PM:** 64.0/70.0

**EA:** 02-2J720

**Federal-Aid Project Number:** 0221000128

**Project Description**

The California Department of Transportation (Caltrans), using state funding, is planning to improve pavement conditions along State Route (SR) 299 in Trinity County from post mile (PM) 64.0 to 70.0.

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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

05/28/2026

Print Name

Signature

Date

**Project Manager**

William Barnes

05/28/2026

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

Julie McFall
Signature: Julie McFall
Date: 05/28/2026

Project Manager/ DLA Engineer

William Barnes
Signature: William Barnes
Date: 05/28/2026

Date of Categorical Exclusion Checklist completion (if applicable): 4/16/26
Date of Environmental Commitment Record or equivalent: 4/16/26

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:

This project proposes the following improvement:

#### Pavement

- Place 0.15 feet of RHMA-G Overlay.
- Digouts (up to 20% of pavement costs)
- Shoulder backing
- Cold-plane existing pavement to conform grades at the ends of the project, road connections, paved driveways, and thrie beam guardrail location (PM 69.7-69.9).
- Place 0.2 feet of HMA overlay at Buckhorn Sandhouse (PM 69.6).

#### Safety Elements

- Upgrade approximately 8,150 linear feet of metal beam guardrail (MBGR) to midwestern guardrail system (MGS).
- Replace four concrete anchor blocks at Grass Valley Creek Bridge (No. 05-0010). It should be noted that the anchor blocks at Grass Valley Creek Bridge (No. 05-0013) were replaced as part of the 16 Bridges Project.
- Maintain existing guardrail systems at PM 69.7 and PM 69.9.

#### Signs

- Replace 19 one-post signs.
- Replace 10 two-post signs.

#### Drainage

- Replace elements of the drainage system at PM 69.2 that were identified by Maintenance as in need of repair.
  - Remove existing culvert and replace with 18-inch culvert.
  - Remove existing drainage inlet and replace with an 18-inch flared end section.
- Replace approximately 3,500 linear feet of existing dike.
- Replace overside drains, repair miscellaneous paved areas, and add treatment BMPS as appropriate.

#### Delineation

- Install recessed thermoplastic with enhanced wet night visibility striping and thermoplastic pavement markings.
- Remove and replace recessed retractive pavement markers.
- Place metal post delineators throughout the project limits.

#### Structures

- Repair unsound structural concrete on Grass Valley Creek Bridge (No. 05-0010).
- Replace the bearing pad at Abutment 1.



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- Replace one joint seal and replace 20 linear feet of polyester overlay on each side of the joint seal.
- Install galvanic anodes.
- Perform epoxy injection on cracks and replace seismic restraints.
- Install pipe extensions at each of the scuppers.
- Install a galvanized metal angle drip edge to the bottom of the box girder starting at the end of the drip groove in span 3 and ending at the face of Abutment 9.
- Replace four concrete anchor blocks at Grass Valley Creek Bridge (No. 05-0010).
- Trim the trees within 6 feet from each side of the Grass Valley Creek Bridge (No. 05-0010) to provide access for Under Bridge Inspection Truck (UBIT).

### **Purpose:**

The purpose of this project is to reduce distressed lane miles, improve ride quality, minimize future maintenance and capital efforts and costs, reduce worker exposure, extend the useful pavement life for a minimum of 10 years, and improve safety and facility reliability for all modes for travel and goods movement. The project will restore the pavement, culvert, and bridge health to a good condition.

### **Need:**

The majority of pavement within the project limits exhibits various forms of distress, including cracking, rutting, and poor ride quality. The pavement requires a high level of maintenance activities and will eventually need repairs beyond routine maintenance. In the 2028 delivery year, 99.48% of the lane miles will be in fair condition.

Some of the other assets within the project limits, including guardrail, bridges, signs, and striping do not meet current design guidance or have a poor or fair condition rating.

Moreover, several maintenance assets within the project limits will benefit from repairs. For example, the existing pavement at the Buckhorn Sandhouse (PM 69.6) is in poor condition. Additionally, one drainage inlet at the maintenance storage area at PM 69.19 commonly experiences blockages.

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

One 1,477 sqft. Temporary Right of Way Grant will be needed from the Bureau of Land Management (BLM) to replace the overside drain at approximately PM 69.34.

### **Staging/Stockpiling**

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



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### **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 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**

The following permits will be required for this project:

- California Fish and Game Code Section 1602, Lake or Streambed Alteration Agreement
- North Coast Regional Water Quality Control Board Section 401 of the Clean Water Act Permit
- US Army Corp of Engineers Section 404 of the Clean Water Act Permit









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Final Audit Report

2026-05-28

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