



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 11/2020)**

Project Information

Project Name (if applicable): Salt Creek Part 2

DIST-CO-RTE: 02-SHA-5

PM/PM: R38/M40

EA: 02-3J660

Federal-Aid Project Number: 0222000070

Project Description

The California Department of Transportation (Caltrans), using state funding, has removed hazard trees, repaired or replaced culvert end treatments, placed erosion control, installed debris racks, repaired damaged underdrains, repaired damaged fencing, and provided traffic control following the events of the Salt Creek Fire. Continued to 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 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		3/18/22
Print Name	Signature	Date

Project Manager

Clint Burkenpas		3/21/2022
Print Name	Signature	Date



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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, 2019, 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 December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

NA Signature Date

Project Manager/ DLA Engineer

NA Signature Date

Date of Categorical Exclusion Checklist completion: NA
Date of Environmental Commitment Record or equivalent: 3/17/2022

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:

Continued from page 1.

The Salt Creek Fire started on June 30, 2021 in Shasta County and burned over 12,660 acres, causing fire damage to trees, erosion control, underdrain clean outs, right-of-way and deer fencing, culverts, and watershed areas. The damage to the State's Right-of-Way occurred on the east side of Interstate 5 in Shasta County between postmiles 38 to 40.

This emergency project removed approximately 500 hazardous trees; and replaced or repaired two culvert liners, three culvert end treatments, one underdrain cleanout, and 100 linear feet of fence. In addition, three debris racks were installed, and hydro-mulch was applied as stormwater best management practices to capture woody debris and sediment from the watershed above.

Drainage work was completed at the following seven PM locations:

PM	Scope of Work
39.92	Replace 26' of damaged 30" culvert.
38.95	Install rock slope protection (RSP) debris/sediment dams to prevent clogging of the culvert inlet.
38.83	Install wood sediment debris dam to prevent clogging of the culvert inlet.
38.59	Install RSP debris/sediment dam to prevent clogging of the culvert inlet.
38.39	Install RSP debris/sediment dam and two wood sediment debris dams to prevent clogging of the culvert inlet.
38.28	Install RSP debris/sediment dams to prevent clogging of the culvert inlet.
38.22	Install wood debris structure to prevent clogging at the culvert inlet.

The purpose of this project was to repair and replace damaged infrastructure caused by the Salt Creek Fire. This project was needed to prevent or mitigate the loss or impairment of life, health, property, and essential services.

Right-of-Way

Work took place within Caltrans Right of Way, no TCEs were needed.

Staging/Stockpiling

There are multiple pullout locations within Caltrans right of way that were utilized as staging areas within the project limits.

Disposal/Borrow Sites

The project did not utilize borrowed material. If excess material was generated, it became property of the contractor.



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Consultation/Coordination

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.

These surveys determined emergency work to have no potential to affect historic properties.

Biological Resources

To identify potential biological resources, Caltrans staff conducted a review of internal and external agency resource records and databases. Additionally, field reviews of the project area were completed.

Due to the limited duration of work and the implementation of best management practices the project had No Effect on State or Federally listed species.

Utilities

All utilities were protected in place.