



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 04/2021)**

Project Information

Project Name (if applicable): Oakbar Culverts

DIST-CO-RTE: 02-SIS-96

PM/PM: 26.05/99.62

EA: 02-1J010

Federal-Aid Project Number: 0220000013

Project Description

Using State funds only the California Department of Transportation (Caltrans) is proposing a project to replace or rehabilitate 13 drainage systems (e.g. culverts) along State Route (SR) 96 between post miles (PM) 26.05 and 99.62 in Siskiyou County.

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. (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

Keith Pelfrey

Print Name

Keith Pelfrey

Signature

9/15/21

Date

Project Manager

Clint Burkenpas

Print Name

Clint Burkenpas

Signature

09/15/2021

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

Senior Environmental Planner or Environmental Branch Chief

Keith Pelfrey
Print Name
Signature
Date 9/15/21

Project Manager/ DLA Engineer

Clint Burkenpas
Print Name
Signature
Date 09/15/2021

Date of Categorical Exclusion Checklist completion (if applicable): 9/13/2021
Date of Environmental Commitment Record or equivalent: 9/13/2021



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Continuation sheet:

All but one location (PM 69.60) within this project was previously studied and included in the CEQA/NEPA CE/CE of a prior drainage project effort (EA 02-1H090).

Purpose and Need:

Multiple culverts along SR 96 in Siskiyou County have decaying inverts or separated joints and need to be repaired or replaced. The work is beyond routine maintenance.

This project will improve drainage facilities along SR 96 in Siskiyou County, which will prevent expensive roadway damage caused by flooding due to culvert failures. Safety of the travelling public will also be improved due to fewer occurrences of roadway flooding and erosion will be reduced by replacing culverts whose inverts are piping sediment from the roadway. In addition, exposure of field maintenance personnel will be reduced.

Construction Activities:

Proposed improvements include the following efforts at the locations described in the table below:

- Abandon and replace existing deficient culvert with appropriately sized new culverts using either cut & cover or jack & bore methods.
- Place Rock Slope Protection at various inlets and outlets.
- Install Flared End Sections or Down-Drains at various culvert locations.
- Construct Headwalls at various inlets and outlets.
- Extend culverts and widen shoulders only where needed to allow continuous shoulder width.

PM	Existing		Proposed		
	Dia	Length	Dia	Length	Description
26.05	24"	123.2'	30"	147'	Cut and Cover
27.81	24"	67.8'	30"	68'	Cut and Cover
52.67	18"	30.2'	2x24"	61'	Cut and Cover
52.79	24"	30.3'	30"	35'	Cut and Cover
61.47	24"	47.0'	24"	48'	Cut and Cover
69.60	12"	34.3'	24"	37'	Cut and Cover
81.04	24"	62.3'	24"	69'	Cut and Cover
81.10	24"	70.3'	24"	69'	Cut and Cover
81.84	24"	79.6'	24"	80'	Cut and Cover
83.70	24"	30.5'	24"	44'	Cut and Cover
84.56	12"	33.9'	24"	32'	Cut and Cover
84.59	18"	42.2'	24"	43'	Cut and Cover
99.62	18"	42.2'	24"	41'	Cut and Cover

All culvert replacement will be cut & cover. The *cut-and-cover* method involves cutting a trench through the roadway at the existing culvert, removing and replacing the culvert pipe through the trench, and then backfilling the trench with either concrete backfill or soil from the trench. Asphalt is placed over the trench to match the existing roadway.



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Limited in-channel work will occur in order to perfect flow lines and improve culvert and ditch performance. The work will occur on the surface of SR 96.

Staging Areas:

Staging of equipment and materials would take place within the limits of areas that have been previously graded and graveled to accommodate the travelling public.

Disposal/Borrow Areas:

Temporary soil stockpiles will be placed on nearby adjacent unpaved surfaces or in an adjacent staging area within the State Right-of-Way (ROW). Disposal of the old culverts will be the responsibility of the contractor.

Right-of-Way and Utilities:

The proposed project would require temporary construction easements (TCEs) would be obtained from adjacent private landowners at two of the proposed culvert locations, and drainage easements at three of the culvert locations. Any potential work located on USFS lands may require a Special Use Permit (SUP).

There are underground utilities in this corridor and there is a potential one or more of them will be relocated at one or more locations. Work at one location will incorporate a domestic water utility

Consultation/Coordination:

Consultation was conducted with the applicable biological resource agencies (e.g. CDFW, USFWS), and through our internal biological resource records and databases. Consultation was also conducted with Native American Tribes, groups, and individuals. The Native American Heritage Commission and State Historic Preservation Office also contacted regarding project activities. Additionally, coordination was conducted with the USFS regarding biological and cultural resources.

Permits:

The proposed project is anticipated to require a 1602 LSAA from CDFW, a 401 Certification from RWQCB, and a 404 Nationwide Permit (NWP #14) from USACE for some of the drainage improvement work noted above. A SUP may also be required from the USFS obtained for portions of the proposed project under their jurisdiction.