



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

Project Information

Project Name: Post-Fire Culvert Upgrade

DIST-CO-RTE: 02-LAS-36/44

PM/PM: VAR

EA: 02-3J020

Federal-Aid Project Number: 0221000162

Project Description

The California Department of Transportation (Caltrans), using state and federal funding, is planning improvements to six (6) culverts on State Route (SR) 44 from post mile (PM) 32.69 to PM 35.07 and one (1) culvert on SR 36 on PM R17.19 in Lassen County to allow for anticipated increased sediment and/or additional runoff.

Continued on page 3.

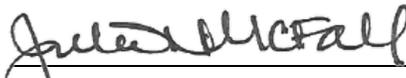
Caltrans CEQA Determination (Check one)

- 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		12/23/22
Print Name	Signature	Date

Project Manager

Scott Lewis		1/4/2023
Print Name	Signature	Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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)(l)

Activity 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
Print Name
Signature
Date 12/23/22

Project Manager/ DLA Engineer

Scott Lewis
Print Name
Signature
Date 1/4/2023

Date of Categorical Exclusion Checklist completion: 10/20/2022
Date of Environmental Commitment Record or equivalent: 12/22/2022

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).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Continued from page 1.

PURPOSE

The purpose of this project is to protect state highway facilities and the travelling public by improving 7 culverts that would allow facilitation of anticipated increased runoff and sediment transport resulting from the Gold and Hog Fires.

NEED

The project is needed since seven culverts have been identified as requiring improvement to facilitate anticipated increased runoff and sediment transport because of fire damage to the local watersheds and drainage courses.

ADDITIONAL WORK

Culvert work includes one minor extension, installation of riser pipes, and culvert upsizing (see Table 1.). Culverts will be replaced using cut and cover methods at the same depth as they are currently located. Minor vegetation will be removed.

Table 1.

Route	PM	Proposed Work
36	17.19	Attach an approximate 5 linear feet (LF) long 24" Corrugated Metal Pipe (CMP) riser to the inlet end of the existing 24" culvert.
44	32.69	Remove the existing approximate 86 LF long 18" culvert and headwall. Replace culvert utilizing cut and cover with an equal length, 36" culvert with a debris rack at the inlet.
44	33	Remove the existing approximate 75 LF long 24" culvert and headwalls. Replace culvert utilizing cut and cover with an approximate 80 LF, 36" culvert with a debris rack at the inlet.
44	34.13	Remove the existing approximately 85 LF long 24" culvert and headwalls. Replace culvert utilizing cut and cover with an equal length 36" culvert.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

44	34.2	Attach an approximate 4 LF long 18" CMP riser to the inlet end of the existing 18" culvert.
44	34.86	Remove the existing approximately 71 LF long 24" culvert and headwalls. Replace culvert utilizing cut and cover with an equal length 36" culvert.
44	35.07	Remove the existing approximately 84 LF long 24" culvert and headwalls. Replace culvert utilizing cut and cover with an equal length 36" culvert.

PERMITS

No permits are necessary with current scope of work.

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, including the Native American Heritage Commission and local tribes.

STAGING/STOCKPILING

Staging of equipment and materials would take place within the limits of areas that have been previously graded and graveled. No additional site preparation would occur.

DISPOSAL/BORROW SITES

The project would not utilize borrowed material. The contractor will be responsible for disposal of excess material.

UTILITIES

All utilities in proximity to the locations of work would be protected in place; no utility conflicts are anticipated based on scope of project, however if any relocations will be needed, they will be coordinated within Caltrans Right of Way.

RIGHT-OF-WAY

Acquisitions or TCEs will not be needed for this project due to work being confined to within Caltrans ROW.