



**CEQA CATEGORICAL EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 04/2022)**

Project Information

Project Name (if applicable): Shasta 5 Viaduct DO

DIST-CO-RTE: 02-SHA-5

PM/PM: M29.67L

EA: 02-0K1704

Federal-Aid Project Number: 0223000118

Project Description

The California Department of Transportation (Caltrans), using state funding, has completed repairs related to damage caused by a landslide on January 9, 2023. This emergency repair work was located in Shasta County on Interstate 5 at Post Mile M29.67L.

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

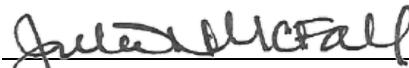
Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class 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

Print Name


Signature

7/17/23

Date

Project Manager

Austin Buist

Print Name


Signature

07/17/23

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)(9(ii))
23 CFR 771.117(d): activity (d)(Enter activity number)
Activity 4 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

Julie McFall
Print Name Signature Date 7/17/23

Project Manager/ DLA Engineer

Austin Buist
Print Name Signature Date 07/17/23

Date of Categorical Exclusion Checklist completion (if applicable): 7/10/23
Date of Environmental Commitment Record or equivalent: 5/18/2023

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.

A series of winter storms caused a cut slope to fail, ultimately depositing slide material along the unpaved shoulder and traveled way. Maintenance crews removed some of the slide material and placed temporary k-rail along the edge of the paved shoulder. Due to concerns of slope stability and future movement, Geotechnical Design (Geotech) was contacted and conducted a site investigation.

Additional work

Additional work included removing and disposing of material, regrading of the existing cut slope, returning temporary k-rail to maintenance facility, and providing temporary traffic control as necessary.

Purpose: The purpose of this project was to remove hazards, replace damaged assets, and repair facilities to Caltrans standards in order to restore public safety.

Need: The project was needed because Caltrans assets were damaged or threatened to be damaged by landslide activity.

Right-of-Way

Acquisitions of TCEs were not needed for this project due to work being confined to Caltrans ROW.

Staging/Stockpiling

Staging and stockpiling took place on paved or graveled pullouts within the construction zone, within Caltrans right of way.

Disposal/Borrow Sites

No borrow sites were needed. Slide material was taken to a commercial site, Fawndale Rock & Asphalt, for disposal needs.

Coordination/Consultation

Caltrans had an environmental evaluation conducted, 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.

Permits

No permits were necessary for this scope of work.