



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

Project Information
Project Name (if applicable): South Ukiah Drainage System Replacement
DIST-CO-RTE: 01-MEN-253 **PM/PM:** 16.1
EA: 01-0N250 **Federal-Aid Project Number:** N/A

Project Description
 A deteriorating drainage system would be replaced to prevent erosion and potential failure of the roadway prism. The new culvert would be a larger diameter to accommodate stormwater flows and reduce risk of flooding.

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 2** (Replacement or Reconstruction). (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 East		12/18/2025
Print Name	Signature	Date

Project Manager

Brenda Howell		12/18/2025
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, 2022, 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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Julie East N/A N/A
Print Name Signature Date

Project Manager/ DLA Engineer

Brenda Howell N/A N/A
Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 10-27-2025

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:

The project would rehabilitate an existing culvert system on a new alignment. The new system would have the same purpose and capacity as the replaced system with negligible expansion. Minor water supply line and telecommunication line relocation would likely be required.

The existing culvert system would be filled with concrete and abandoned in place. The inlet and outlet locations would remain the same. A new flared end section would be built at the inlet to replace the existing headwall. The total culverted length would be approximately 260 feet long and the diameter of the new culvert would be 42 inches. Traffic would be stopped for one-way controlled traffic for a maximum of 5 minutes at a time for approximately 7 days.

Permits:

Caltrans anticipates that the following environmental permits will be required:

Agency	Permit
CA Fish and Wildlife (CDFW)	1602 - LSAA
North Coast Regional Water Quality Control Boards	401 Certification
Army Corps of Engineers	404 Permit

Project Standard Measures

- Utilize a traffic management plan to minimize vehicle delays.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Control and monitor noise resulting from work activities.
- Do not exceed 86 dBA Lmax (decibels) at 50 feet from the job site from 9 p.m. to 6 a.m.
- The contractor would be required to prepare and submit a Temporary Creek Diversion System Plan to Caltrans for approval prior to any creek diversion. Depending on site conditions, the plan may also require specifications for the relocation of sensitive aquatic species. Water generated from the diversion operations would be pumped and discharged according to the approved plan and applicable permits.
- Seasonally appropriate, pre-construction floristic surveys for sensitive plant species would be completed (or updated) by a qualified biologist prior to construction.
- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

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Final Audit Report

2025-12-18

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