



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

Project Information

Project Name (if applicable): Scott Creek Bridge Scour Emergency Repair

DIST-CO-RTE: 05-SCr-001

PM/PM: 31.0-32.0

EA: 05-2A000

Federal-Aid Project Number: 0526000086

Project Description: Caltrans proposes an emergency repair for an imminent threat to Highway 001 in Santa Cruz County near Scott Creek Bridge, postmiles 31.0-32.0; wherein scour of the embankment has created a void below the northside bridge abutment caused by a shifting creek flow northerly, along with king tides and storm swells has created severe erosion. Proposed project includes refreshing RSP, with access enabling equipment to perform work above all water and filling void with slurry. The purpose is to protect the critical embankment that protects the bridge abutment.

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

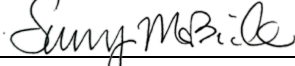
Based on an examination of this proposal and supporting information, the project is:

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

Caltrans NEPA Determination (Check one)

- Not Applicable**

Senior Environmental Planner or Environmental Branch Chief

Sunny McBride		4/14/2026
Print Name	Signature	Date

Project Manager

Victor Devens		4/16/26
Print Name	Signature	Date



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Measures and Minimizations

Visual:

Although no significant visual impacts are expected to occur as a result of the project, the following measures would ensure that the project will be consistent with the character of the corridor and potential visual effects of the project would be minimized:

1. Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques which save the most existing vegetation possible should be employed.
2. Revegetate all disturbed areas, including staging areas/access roads, with native plant species appropriate to each specific work location if appropriate and feasible based on a permanent erosion control recommendation by District 5 Landscape Architecture.
3. Following construction, re-grade and re-contour all new construction access roads, staging areas, and other temporary uses as necessary to match the surrounding pre-project topography

Biological:

- Avoidance of in-water work.
- Completion and tightening of riprap placement only in areas above water to stabilize exposed soils and prevent additional sloughing.
- Use of clean rock or gravel to stabilize disturbed areas and equipment access routes upslope of the creek.
- Placement of secondary BMPs (e.g., gravel bags, wattles) only in upland locations where they can function effectively.
- Increased visual monitoring of water levels and BMP performance, particularly through tidal cycles.