CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 05/2020)

Project Information

DIST-CO-RTE: 04-MRN-1 **PM/PM:** Various

EA: Various **Federal-Aid Project Number:** Various

Project Description

Consistent with the emergency proclamation issued by Governor Edmund G. Brown Jr. (March 7, 2017), State Route (SR) 1 in Marin County suffered major damage due to storm events in January and February 2017. The majority of the storm damage occurred between post mile (PM) 6 and PM 12 at six distinct locations (south to north: PM:6.6, EA/EFIS 04-3S900/0400001043; PM:7.8, EA/EFIS: 04-4K690/0417000337; PM 8.2 & 8.47, EA/EFIS: 04-4K840/0417000368; PM: 10.9, EA/EFIS: 04-4K240/0417000284; PM: 11.5, EA/EFIS: 04-0P130/0417000402). Each location involved slope failure, pavement cracking or slipout and the proposed repair involves construction of retaining walls and associated design features to stabilize the highway failure. The projects are consistent with the Marin 1 Storm Damage Repair Guidelines. Details of the emergency repair at each location are continued on page 2.

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(c). (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).

☐ **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

Arnica MacCarthy	Arnica Maccarthy	6/14/2020
Print Name	Signature	Date

Project Manager

Wajahat Nyaz	Wajahat Nyaz	6/14/2020
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

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). 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)(9i)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity 1 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

Arnica MacCarthy	Arnica Maccarthy	6/14/2020
Print Name	Signature	Date

Project Manager/ DLA Engineer

Wajahat Nyaz	Wajahat Nyaz	6/14/2020
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion: 6/14/2020
Date of Environmental Commitment Record or equivalent: 6/14/2020

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).

Continuation sheet:

Continued from page 1:

Post mile (EA/EFIS):

6.6 (04-3S900/0400001043): All storm damage occurred within the limits of the existing project 04-3S900. All necessary environmental clearance will occur under 04-3S900.

7.8 (04-4K690/0417000337): Winter storms caused a slipout and pavement cracking immediately north of the existing project 04-3S910 (revalidated 6/29/2016). The 2017 storm damage increased the proposed 655-foot buried solider pile retaining wall by approximately 240-feet. The extended wall has been designed to include soldier piles, timber lagging, a single row of tiebacks and bio-engineered (Hilfiker) slope to bury the retaining wall. The finished roadway will include two 12-foot travel lanes, a 2-foot wide paved shoulder in the northbound direction and a 4-foot wide paved shoulder in the southbound direction. The existing gabion wall located downslope of the extended wall will be removed and all disturbed areas will be regraded and replanted with native plant species.

Avoidance Measures: Silt fencing will be installed along the edge of the northbound lane to protect an observed, but un-delineated wetland.

8.2 (04-4K840/0417000368): Winter storms caused a slipout and pavement cracking immediately north of the existing project 04-4S660 (revalidated 12/29/2016). The 2017 storm damage increased the proposed 114-foot buried solider pile retaining wall by approximately 160-feet. The extended wall has been designed to include soldier piles, timber lagging, a single row of tiebacks and bio-engineered (Hilfiker) slope to bury the retaining wall. The finished roadway will include two 12-foot travel lanes, a 2-foot wide paved shoulder in the northbound direction and a 4-foot wide paved shoulder in the southbound direction.

8.47 (04-4K840/0417000368): Winter storms caused shoulder failure and roadway cracking approximately 100-feet long. This location will be repaired by constructing an approximately 100-foot long sheet pile wall immediately adjacent to the southbound shoulder. Sheet piles will be vibrated in to a minimum depth of 20-feet below the road grade.

10.9 (04-4K240/0417000284): Winter storms caused a slipout and pavement cracking immediately south of the existing project 04-4S220 (revalidated 1/9/2015). The 2017 storm damage increased the completed 224-foot buried solider pile retaining wall by approximately 1,000-feet. The extended wall has been designed in two sections and include soldier piles, timber lagging, tiebacks and bio-engineered (Hilfiker) slope to bury the retaining wall. The northern, approximately 700-foot wall, will have two rows of tiebacks, while the southern, approximately 200-foot wall, has one row of tiebacks. The two sections of wall are approximately 100-feet apart, separated by a large rock outcropping. The finished roadway will include two 12-foot travel lanes, a 2-foot wide

paved shoulder in the northbound direction and a 4-foot wide paved shoulder in the southbound direction.

Upgraded drainage infrastructure will be installed along the toe of slope on the northbound shoulder consisting of 18-inch plastic pipes, standard drainage inlets, and gutters. Rock slope protection (RSP) will be placed at the three outfall locations, downslope of the bioengineered baskets, and buried with native soil where appropriate. Approximately 600 feet of new Midwest Guardrail will be installed along the southbound shoulder due to the height of the retaining wall and the steepness of the slopes.

Additional storm damage in April 2018 resulted in erosion at the drainage outfalls under construction, as well as slope failure of a small segment of the northbound shoulder. Based on technical recommendations, repair of the additional damage includes minor enlargement the RSP at the three outfall locations, and the installation of approximately 8,700square feet of embankment stabilization on the upslope hillside. The embankment stabilization work will consist of securing wire mesh to the face of the hillside using ground anchors, including installation of natural material (rolled erosion control netting) which will be hydroseeded with locally sourced seed and/or sterile wheatgrass.

11.5 (04-0P130/0417000402): Winter storms caused shoulder failure and roadway cracking approximately 700-feet long. The proposed project will construct an approximately 680-foot long wall with a second approximately 300-foot long wall 10-feet west of the 680-foot wall, and 30-feet below the road grade. Both walls have been designed to include soldier piles, timber lagging, two rows of tiebacks and bio-engineered (Hilfiker) slope to bury the retaining walls. The finished roadway will include two 12-foot travel lanes, a 2-foot wide paved shoulder in the northbound direction and a 4-foot wide paved shoulder in the southbound direction.

Project Features:

The following standard best management practices have been incorporated into the project design to avoid unintended impacts to resources:

- Preconstruction surveys of the project area prior to the start of construction
- Preconstruction nesting surveys and monitoring during earth moving activities between February 1 – August 31
- Retention and stockpiling of topsoil, if feasible, to be re-used on-site to retain local seedbank
- Standard best management practices to address stormwater runoff including: installation of reinforced silt fencing at the edge of the disturbed areas, fiber rolls, etc. consistent with National Pollution Discharge Elimination System Permit
- Should any state or federally listed species be observed on the construction site, Caltrans shall stop work in the area of the animal and initiate consultation with USFW and/or CDFW
- Restoration of temporarily impacted areas, including the buried slope, hydroseeding and planting to re-vegetate with locally appropriate native plant species

- Waste management best management practices will be implemented to avoid fuel spills and properly dispose of excess concrete, soil and/or other materials
- Noxious weeds will be addressed in accordance with Caltrans Highway Design Manual Topic 110.5 and Executive Order 13112 by methods approved by Caltrans' landscape architect and/or vegetation control specialist

If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a Caltrans Professionally Qualified Staff (PQS) can assess the significance of the find.