



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM (rev. 11/2020)**

**Project Information**

**Project Name (if applicable):** LCG Landslide Repair

**DIST-CO-RTE:** 01-DN-101

**PM/PM:** 15.1/15.5

**EA:** 01-0L230

**Federal-Aid Project Number:** 0121000086

**Project Description**

The proposed project would continue emergency repairs originated under Caltrans project EA 01-0H690, Federal-Aid number 0118000074 located on Route 101 between post miles (PM) 15.1 and 15.5 in Del Norte County. The project is being proposed due to landslide movement and winter rains that have resulted in failed retaining walls and highway settlement. The repairs would create an acceptable highway alignment that can be open to traffic and be maintainable by field maintenance. Repairs include stabilizing a section of damaged highway, repairing four retaining walls, constructing a new retaining wall and placement of mechanically stabilized fill. Refer to the bulleted list on page 3 for a description of work included in the project. All work would occur within the state right-of-way. Biological, cultural, and visual analyses have been completed for the project area.

**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.** (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**

Jason Meyer	<i>Jason Meyer</i>	9/1/2021
Print Name	Signature	Date

**Project Manager**

Sherry Constancio	<i>Sherry Constancio</i>	9/1/2021
Print Name	Signature	Date



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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, 2019, 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 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

Jason Meyer Jason Meyer 9/1/2021
Print Name Signature Date

Project Manager/ DLA Engineer

Sherry Constancio Sherry Constancio 9/1/2021
Print Name Signature Date

Date of Categorical Exclusion Checklist completion: 6/17/21
Date of Environmental Commitment Record or equivalent: N/A

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:

Construction would involve the following:

- Provide traffic control/Signal System
- Repair RW #3 (additional piles; lagging) PM 15.3
- Repair RW #4 (additional piles; lagging) PM 15.26
- Repair RW #5 (additional piles; replace walers & new/additional anchors) PM 15.26
- Repair RW #5A (additional piles; replace walers & new/additional anchors) PM 15.26
- Construct 625-foot soldier pile ground anchor (SPGA) RW south of RW#5A at PM 15.23
- Replace failed cross-culvert and down drain at PM 15.22
- Construct a Mechanically Stabilized Fill (utilizing geogrid and lightweight fill)
- Removable Barrier Rail System (PM 15.1 to 15.5)
- Conduct investigative geotechnical drilling and install monitoring equipment within existing roadway
- Place K-rail along North-bound PM 15.6 for approximately 360 feet, pinned into shoulder with rebar
- Roughing the asphalt along NB lanes for approximately 1000 feet around PM 15.6

The following standard measures and Best Management Practices (BMPs) apply to the project:

- Soil stabilization and sediment control (e.g., silt fences, fiber rolls, gravel bags, straw bale, hydroseeding, and straw mulch)
- Waste management and materials pollution control (material delivery and storage, material use, stockpile management, spill prevention and control, solid waste management, hazardous waste management, concrete waste management, and liquid waste management).
- To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.
- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping would be free of noxious weed seed and propagules.
- After all construction materials are removed, the project area would be restored to a natural setting by grading and placing erosion control with native, regionally appropriate species. Standard measures would be implemented as part of the project to ensure invasive species do not proliferate.



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