



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

**Project Information**

**Project Name (if applicable):** MEN 101 Slipout DO

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

**PM/PM:** 42.4/44.5

**EA:** 01-0L9704

**Federal-Aid Project Number:** 0122000069

**Project Description**

The California Department of Transportation (Caltrans), using state funding only, has completed repairs related to damage caused by a sudden embankment failure in January 2022. The project consisted of two phases, both located in Mendocino County on SR 101. Phase 1 took place at Post Mile 43.73 NB, Phase 2 occurred at Post Mile 43.73 SB. 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 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		12/28/22
Print Name	Signature	Date

**Project Manager**

Trevor Goff		01/10/2023
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 December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

NA Print Name, NA Signature, NA Date

Project Manager/ DLA Engineer

NA Print Name, NA Signature, NA Date

Date of Categorical Exclusion Checklist completion (if applicable): NA
Date of Environmental Commitment Record or equivalent: 11/10/2022

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:**

Continued from page 1.

**Purpose:** The purpose of the project was to repair facilities to Caltrans standards in order to restore public safety.

**Need:** The project was needed because heavy rainfall caused roadway failures.

### **Additional Work:**

#### **Phase 1**

Significant slope movement was recorded at PM 43.75 NB after the overside drain separated from the drainage system. A 12 inch diameter 275 foot long drainage pipe was installed with a drainage outlet near the southern bank of Haehl Creek.

Additional work included placing RSP, reconstructing and stabilizing the embankment, restoring the existing drainage systems, restoring and repairing guardrail as needed, constructing under drains, conducting erosion control, traffic control, and restoring the site to pre-construction conditions.

The proximity of work to Hael Creek required the completion of an emergency 1610 Lake and Streambed Alteration notification to the California Department of Fish and Wildlife and a Water Discharge Requirement (WDR) for the Regional Water Quality Control Board.

#### **Phase 2**

Shoulder heaving and cracking was discovered at PM 43.73 SB. Earth movement had damaged the essential highway surface drainage features and was no longer in a condition that could be maintained. The shoulder and travel ways were at imminent risk of flooding during a storm event.

Work required to repair the shoulder heaving consisted of tree removal, removing and replacing RSP, slope cut and soil disposal/fill, regrading for RSP removal and placement, and repairs to the existing drainage system.

#### **Right-of-Way**

Acquisitions or TCEs were not needed for this project due to work being confined to the 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**

The project did not utilize borrowed material. For Phase 1 and Phase 2 work two areas were environmentally cleared to be used as disposal sites. The disposal sites were located at PM 35.8 and 35.65.



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It was later discovered that Phase 2 work material was also disposed of between PM 43.1-42.8. Caltrans staff later confirmed that no water quality resources, biologically-significant, or culturally-significant resources were located within the unplanned disposal area.

### **Coordination/Consultation**

Caltrans performed an environmental evaluation 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.

### **Biological**

Temporary impacts were caused to Willow trees (*Salix* spp.) during Phase 1 work. The temporary impacts were not significant, and the Willow trees are expected to re-grow. Phase 2 work required the use of a Contractor Supplied Biologist to conduct nesting bird surveys and monitor construction as needed. One Acorn Woodpecker (*Melanerpes formicivorus*) nest was observed, and an Environmentally Sensitive Area (ESA) fence was installed to create a buffer of no disturbance to the active nest. Seven trees (primarily oaks (*Quercus* spp.)) were removed for work to be completed.

### **Permits**

Phase 1 work required an emergency 1610 Lake and Streambed Alteration notification to the California Department of Fish and Wildlife and a Water Discharge Requirement (WDR) for the Regional Water Quality Control Board.

### **Utilities**

All utilities in proximity to the locations of work were protected in place.