



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

Project Information

Project Name (if applicable): Repair Storm Damage

DIST-CO-RTE: 01-LAK-175

PM/PM: 20.50/23.00

EA: 01-0N050

Federal-Aid Project Number: 0123000121 (EFIS)

Project Description

The California Department of Transportation (Caltrans) proposes to stabilize the embankment, repair the roadway, and restore the facility back to a safe operating condition. Following a period of heavy rainfall beginning January 4, 2023, a large slip out developed on State Route (SR) 175, resulting in a transverse crack with a 4–6-inch vertical drop. Additionally, embankment failure at Postmile (PM) 21.06 has caused a 6–8-inch crack between the guardrail barrier mat and separated from the pavement.

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].)

Senior Environmental Planner or Environmental Branch Chief

Mundeep Purewal	<i>Mundeep Purewal</i>	9/19/23
Print Name	Signature	Date

Project Manager

Trevor Goff	<i>Trevor Goff</i>	10/10/2023
Print Name	Signature	Date



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Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined this project would have no significant impacts on the environment as defined by NEPA, and 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 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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Mundeep Purewal Mundeep Purewal 9/19/23
Print Name Signature Date

Project Manager/ DLA Engineer

Trevor Goff Trevor Goff 10/10/2023
Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable): 09/19/23
Date of Environmental Commitment Record or equivalent: 09/19/23

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 scope of emergency work would include the installation of approximately 25 Cast-In-Drill-Hole (CIDG) piles, replacement of approximately 100 feet of Metal Beam Guardrail (MBGR), placement of approximately 400 tons of asphalt, minimal roadway reconstruction, and erosion control within the project limits. Mobilization of equipment would be required, and traffic control measures would be put in place to avoid traffic delays.

The purpose of this project is to restore the facility back to a safe operating condition. This project is necessary to prevent and mitigate the loss or impairment of life, health, property, and essential services. Work would primarily be conducted within the existing Caltrans right of way.

Additional air quality, biological, cultural, and hazardous waste reviews were completed for this project. A tribal monitor from Middletown Rancheria will be present during construction. If necessary, a Contractor-Supplied Biologist (CSB) will survey additional staging areas and additional areas of excavation. A Standard Special Provision (SSP) for Naturally Occurring Asbestos will be obtained. There are no anticipated significant environmental impacts associated with this project. **No environmental permits are required.**