



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

Project Information

Project Name (if applicable): Olancha Emergency Flood Repair

DIST-CO-RTE: 09-INY-395

PM/PM: 34.6/35.1

EA: 09-39940

Federal-Aid Project Number: N/A

Project Description

This Caltrans Emergency Project was conducted to address damage to US Route (US) 395 in Inyo County on between post mile 29.4 and 42.4. March 2023 storm events destroyed multiple drainage systems within the active construction limits of the Olancha Cartago 4-lane project. Catch slopes, subgrade, and base were severely eroded throughout project. Also caused by the same storm event, 3 existing drainage systems on existing US 395 were damaged and over topped resulting in flooding of US 395.

(Continued on Continuation Sheet, 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** 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

Cecilia Boudreau	<i>Cecilia Boudreau</i>	10/16/2023
Print Name	Signature	Date

Project Manager

Jeremy Milos		10/17/23
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, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(9)
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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Cecilia Boudreau
Signature: Cecilia Boudreau
Date: 10/16/2023

Project Manager/ DLA Engineer

Jeremy Milos
Signature: [Handwritten Signature]
Date: 10/17/23

Date of Categorical Exclusion Checklist completion (if applicable): Enter date
Date of Environmental Commitment Record or equivalent: Enter date

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)

Los Angeles Department of Water and Power met with Caltrans District 9 management to voice concerns about major flooding potential which could likely flood and wash out US 395 in Olancho. The culverts across highway may not be adequate for anticipated excessive spring run-off, which could potentially result in further damage and a closure of US 395 for several weeks. Flooding of US 395 is imminent unless these drainage systems are replaced with larger capacity systems. US 395 is a major interstate supply route. The closure of this highway would have resulted in major impacts to communities and the traveling public along this route. This project was necessary to prevent communities and the traveling public from being cut off and isolated from essential public services.

The work consisted of excavating and removing damaged culverts, replacing culverts and bed in concrete, slurry, or native materials. Structural concrete headwalls and rock slope protection were placed. Seven roadway grade and catch slope areas that were washed out were regraded and repaired. Two 30-inch culverts were replaced in-kind, with no increase in capacity. Three damaged culverts between postmile 34.6 and 35.1 were undersized and were replaced with multiple/larger capacity culverts in order to protect the roadway from further damage and to prevent flooding of US 395. This work occurred at the following locations:

At post mile 34.66, a single 24-inch culvert was replaced with three 30-inch culverts. A concrete headwall was also installed on the inlet.

At post mile 34.78, a single 24-inch culvert was replaced with two 24-inch culverts with a concrete headwall.

At post mile 35.07, a single elliptical (18 inches x 30 inches) culvert was replaced with two 24-inch culverts with a concrete headwall.

Work started on 5/1/2023 and was completed on 5/5/2023. US 395 through the work area was temporarily closed during construction. Northbound and southbound traffic was diverted via SR 136. A water quality monitor was onsite during all work hours. All work was performed within Caltrans right-of-way. With the incorporation of Caltrans Standard Specifications, Environmental specialists have determined that the project had no effect to Environmental resources.