



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

Project Information

Project Name (if applicable): Death Valley Flood Damage Repair

DIST-CO-RTE: 09-INY-190

PM/PM: 68.8-128.0

EA: 09-40110

Federal-Aid Project Number: N/A

Project Description

On 8/20/23 the heavy rains from Tropical Storm Hilary caused extensive flooding on SR 190 in Death Valley National Park (DVNP). From PM 68.8/128.00 the flooding resulted in numerous partial and full pavement washouts, deposition of rock and mud flood debris onto the roadway, shoulders, and into drainage courses. The event also caused the erosion of dirt shoulders and roadway embankment up to 12' deep, partial and total destruction of several drainage systems, clogged culverts, damaged earthen flood control berms, long erosion gullies at the edge of pavement on steep, high fill slopes, and damaged RSP at several locations that was placed during Emergency Opening work from Tropical Storm Kay in Sept. 2022. *(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

Stephen Pfeiler	<i>Stephen Pfeiler</i>	03/06/2024
Print Name	Signature	Date

Project Manager

Jeremy Milos		03/07/2024
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

Stephen Pfeiler Signature Date 03/06/2024

Project Manager/ DLA Engineer

Jeremy Milos Signature Date 03/07/2024

Date of Categorical Exclusion Checklist completion (if applicable): N/A
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:

Project Description

(Continued from Page 1)

To repair the damage to these facilities, emergency work including shoulder work, gabion replacement/repair, conduit and associated infrastructure installation, and drainage system repairs were completed.

Water courses were graded to remove deposited material and to restore hydraulic function. Clogged or buried culverts were cleared, and rock slope protection was replaced. Flood debris was removed from the roadway, dirt shoulders and side slopes. Damaged pavement was removed and replaced. Damaged roadway embankments were reestablished, and erosion gullies were filled. Eroded dirt shoulders were graded to reestablish roadside geometry. Earthen berms were reconstructed using excavated flood debris and surrounding material within the Caltrans RW. Damaged culverts and drainage appurtenances including headwalls, wingwalls, paved aprons, and rock slope protection were repaired or reconstructed. Pavement was restriped and damaged guardrail sections were repaired. Roadside signs and delineators were replaced.

Climate resiliency improvements were installed at select locations where extreme weather events have repeatedly damaged drainage systems. Improvements include gabion cages filled with rock, concrete cut-off walls, and rock slope protection.

Native material deposited by the flooding event was used to reconstruct embankments, reducing potential for importation of invasive species.

Staging Areas: All staging areas and staging activities (equipment storage, refueling, vehicle maintenance, stockpiles, etc.) were located over 100' from any jurisdictional resource.









09-40110_ Emergency SE-CE

Final Audit Report

2024-03-07

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