



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

<u>Project Information</u>	
Project Name (if applicable): Omega Curves	
DIST-CO-RTE: 03-NEV-20	PM/PM: 30.1/30.1
EA: 03-2H621	Project Identifier Number: 0324000269
Project Description: The California Department of Transportation (Caltrans) has issued a Director's Order (DO) to address slope failure on State Route (SR) 20 in Nevada County. See Continuation Sheet	

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 1.** (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

Erin Damm		05/01/2024
Print Name	Signature	Date

Project Manager

Marco Lem	<i>Marco A. Lem</i>	05/01/2024
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)(22)
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

Erin Damm
Signature
Date 05/01/2024

Project Manager/ DLA Engineer

Marco Lem
Signature Marco A. Lem
Date 05/01/2024

Date of Categorical Exclusion Checklist completion (if applicable): 4/30/24
Date of Environmental Commitment Record or equivalent: 4/30/24

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:

A series of severe storms that occurred in 2024 during the months of January, February, and early March have caused major damage to a slope at White Cloud postmile (PM) 30.1. The main storm event that caused the damage occurred on February 29, 2024. The damage consists of a large diagonal crack, the undermining the 1:1 slope integrity, and a slip plane has developed towards the bottom of the slope which could fail at any moment. Temporary railing type K has been placed on the shoulder of the roadway to prevent slide material from encroaching onto the traveled way. There is imminent threat of additional debris slides that would cause road closure, potentially in both direction of highway travel.

In order to prevent imminent road closure, Caltrans proposes to remove the slide material from the road shoulder and extend the top of the slope away from the travel way by approximately 180 feet, which will also include tree removal and temporary removal of animal exclusion fencing. This repair to the slope changes the existing 1:1 slope to proposed 2:1 slope. This slope change will result in relocation of replaced animal exclusion fencing and approximately 150,000 Cubic Yards of excess fill.

Staging Area:

- All staging within the existing Caltrans right-of-way.

Disposal/Borrow:

- 150,000 cubic yards of fill from the slope will be relocated within the state right of way.

Right-of-Way:

- No temporary construction easements or encroachment permits are required. The slope change will require modification to the deeded easement legal description for Caltrans right-of-way boundary at the top of the cut slope. The easement description is currently in-work between Caltrans and U.S. Forest Service (USFS) as a separate action.

Consultation/Coordination:

- Consultation with the USFS staff regarding planned scope of work and to identify resource concerns within or adjacent to the project limits in accordance with all federal and state laws and/or regulations has been ongoing.

Permits:

- There are no permits needed.

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Final Audit Report

2024-05-01

Created:	2024-05-01
By:	Jennifer Jones (s156151@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAALTMLop0ayKSc87f8cbwgxWaRTckV4Lbj

"03-2H621 CE_CE" History

-  Document created by Jennifer Jones (s156151@dot.ca.gov)
2024-05-01 - 5:15:01 PM GMT- IP address: 149.136.17.246
-  Document emailed to Erin Damm (erin.damm@dot.ca.gov) for signature
2024-05-01 - 5:24:51 PM GMT
-  Document e-signed by Erin Damm (erin.damm@dot.ca.gov)
Signature Date: 2024-05-01 - 10:25:56 PM GMT - Time Source: server- IP address: 149.136.17.249
-  Document emailed to Marco Lem (marco.lem@dot.ca.gov) for signature
2024-05-01 - 10:25:57 PM GMT
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2024-05-01 - 10:31:22 PM GMT- IP address: 149.136.17.247
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