



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

<u>Project Information</u>	
Project Name (if applicable): 2023/2024 Pedestrian Safety	
DIST-CO-RTE: 09-KER-178 & 09-KER -14	PM/PM: SR 178 PM- 100.110, 100.608, 101.100, 101.600, 101.100, 102.450, 102.616, & 103.850 SR-14 PM 16.079
EA: 09-39790	Federal-Aid Project Number: N/A
<u>Project Description</u>	
This project will involve pedestrian safety improvements at nine locations within Kern County. Eight locations are along State Routes 178, and one location is on State Route 14. It has been determined that the current road markings at these locations do not conform to the latest signing and pavement marking standards outlined in the California Manual on Uniform Traffic Control Devices (MUTCD). Additionally, the signals at these sites either fail to meet the current standards or lack reflective borders. (Continued on 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 1(c).** (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>	9/11/2023
Print Name	Signature	Date

Project Manager

John Fox	<i>John Fox</i>	10/8/2023
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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

N/A

Print Name

Signature

Date

Project Manager/ DLA Engineer

N/A

Print Name

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: September 1, 2023



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To rectify these issues the project involves the removal and replacement of the existing crosswalk markings, the installation of Accessible Pedestrian Signals (APS) devices at the crosswalks, and the addition of yellow, retroreflective signal borders at these nine locations within the district. The existing white crosswalk pavement markings will be removed using high pressure water blasting with a hose attachment, and new markings will be applied to the road surface. APS signals will be replaced where necessary, and they will be outfitted with reflective borders.

All work will be carried out at locations that are already paved. To facilitate these improvements, lane closures will be necessary to ensure the safety of the workers, and equipment staging will occur within the closed lanes.

The nine locations on SR- 178 are at post miles: 100.110; 100.608;101.100; 101.600; 102.100, 102.450;102.616; & 103.850. One location on SR 14 is at post mile 16.079.

Environmental Commitments:

Construction

- If additional staging or use areas are required or identified during construction, they must be surveyed and approved by Environmental Staff prior to their use.