



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

Project Information

Project Name (if applicable): 6/168/120 Emergency Repairs

DIST-CO-RTE: 09-INY-6, 168, 120 **PM/PM:** VAR

EA: 09-39910 **Federal-Aid Project Number:** N/A

Project Description

This Caltrans Emergency Project was conducted to address damage to State Route (SR) 120, SR 168W, and US Route 6 in Inyo and Mono Counties at various locations. The work locations were severely damaged by heavy snowmelt runoff on 3/12/2023, resulting in the closure of SR 120 and SR 168W. Deep erosion gullies and flood debris on US 6 exposed the traveling public to an unsafe roadside. Essential public and emergency services were not able to access these communities along SR 120 and 168. The project was necessary to restore access to these communities to prevent or mitigate loss of, or damage to, life, health, property, or essential public services. Work began on 3/23/2023. *(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

Cecilia Boudreau

10/3/2023

Print Name

Signature

Date

Project Manager

John Fox

John Fox

10/3/2023

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 Cecilia Boudreau 10/3/2023
Print Name Signature Date

Project Manager/ DLA Engineer

John Fox John Fox 10/3/2023
Print Name Signature Date

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)

Details on specific work locations are as follows:

Inyo County, SR 168W, Postmile 4.59/7.00

Damage to facility: Approximately 1,500 feet of eastbound SR 168W was washed out and severely damaged by heavy runoff on 3/12/23. The eastbound lane in this area was closed due to the pavement damage and dirt shoulder erosion.

Work conducted: Damaged pavement, base, and subgrade was saw cut/milled off and removed. Material was hauled off in dump trucks and disposed of off-site. Base and missing subgrade was replaced with native material and class 2 base. These sections were repaved with 6 inches of cold mix asphalt. Damaged asphalt concrete dike and roadside delineators were replaced. Shoulders were regraded and edge line was restriped. All work was within 10 feet of the edge of pavement. Work was completed and SR 168W was reopened to the public on 4/18/2023.

Mono County, US 6, Postmile 12.00/22.80

Damage to facility: More than 5,000 feet of dirt shoulders and roadside ditches along US 6 were washed out or filled with mud. Some of the washouts were more than 6 feet deep. Numerous culverts were buried and plugged with mud.

Work conducted: Caltrans Maintenance crews initially cleared the road of debris and stockpiled the material at an approved staging area at Postmile 9.878. Standard Caltrans stockpile BMP and jobsite management requirements were complied with. Eroded roadside ditches were backfilled with native local material deposited by the runoff. Shoulders and roadside ditches were regraded to restore roadside cross slope geometry and drainage profiles. Plugged culverts were cleaned out with a vacuum truck. Work area varied between 20-40 feet from the edge of pavement. Work was completed and US 6 was reopened to the public on 5/15/2023.

Mono County, SR 120, Postmile 52.20/58.00

Damage to facility: An approximately 40 x 12 foot section of the eastbound lane on SR 120 was washed out along with a 20 foot deep section of roadway embankment. The eastbound lane was closed due to the pavement and embankment damage. Another 30'x 4 foot section of eastbound pavement was undermined from flood erosion and damaged. Dirt shoulders and flood control dikes were eroded, and roadside drainage ditches were full of dirt.

Work conducted: Damaged pavement was saw cut, removed, and hauled off for disposal off-site. Damaged subgrade ranging from 1-12 feet deep was over excavated,



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backfilled with native material/class 2 base, and compacted. Area was then repaved with 6 inches of cold mix asphalt. Shoulders were regraded and edge line was restriped. All work was within 10 feet of the edge of pavement. Work was completed and SR 120 was reopened to the public on 5/25/2023.

All work was performed within Caltrans right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original facility. With the incorporation of Caltrans Standard Specifications, Environmental specialists have determined that the project had no effect to Environmental resources.