



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

Project Information

Project Name (if applicable): Mono County Pavement Damage

DIST-CO-RTE: 09-MNO-395, 158, 203 **PM/PM:** VAR

EA: 09-39970 **Federal-Aid Project Number:** N/A

Project Description

This Caltrans Emergency Project was conducted to address damage to US Route (US) 395, State Route (SR) 158, and SR 203 in Mono County at various locations. Work locations are as follows:

US 395 – Postmile 36.4/40.1

SR 158 – Postmile 0.0/5.9

US 395 – Postmile 77.0/80.5

SR 203 – Postmile 4.7/5.8

(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

10/16/2023

Print Name

Signature

Date

Project Manager

Brian Wesling

Brian Wesling

10/17/2023

Print Name

Signature

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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
Print Name
Signature
Date
10/16/2023

Project Manager/ DLA Engineer

Brian Wesling
Print Name
Signature
Date
10/16/2023

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).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Project Description

(Continued from Page 1)

Heavy snow and rain from January, February, and March storm events prolonged the traveling public's use of heavy chain and studded tires. This caused accelerated pavement damage at localized locations and complete failure of the top lift of asphalt in the form of delamination and asphalt stripping resulting in extensive potholes on SR 158 and US 395 in and near June Lake, on US 395 near Bridgeport, and on SR 203 in Mammoth Lakes. In an effort to maintain a safe pavement surface Caltrans Highway Maintenance crews have patched numerous potholes with bags of pothole repair mix. However, the extent and severity of damage is beyond what Caltrans crews can handle with temporary pothole patching. An emergency project was urgently needed to repair the damaged pavement for the safety of the traveling public, and to provide relief for Caltrans Highway Maintenance crews. The project was necessary to prevent or mitigate loss of, or damage to, life, health, property, or essential public services.

At all locations, 0.15-0.25 feet deep cold planning was conducted to remove localized pavement damage (potholes). The areas were then paved back with hot mix asphalt.

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.