



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

Project Information

Project Name (if applicable): 120/182 CIR

DIST-CO-RTE: 09-MONO-120/182 **PM/PM:** SR120 31.1-36.0, 47.0-51.0

SR 128 0.0-7.4

EA: 09-39230 **Federal-Aid Project Number:** N/A

Project Description

The California Department of Transportation (Caltrans) is proposing to restore pavement to a serviceable condition (Project) in three locations [State Route (SR) 120 from PM 31.1-36.0, SR 120 from PM 47.0-51.0 and SR 182 from 0 – 7.4] in Mono County, California. This project proposes to perform 0.33' (foot) cold in place recycled pavement (CIR) with a 0.15' hot mix asphalt (HMA) overlay. The purpose of this project is to restore the pavement to a serviceable condition, extend the life of the pavement and improve ride quality for the traveling public. (Continuation 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

Stephen Pfeiler	Signature	Date
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Project Manager

John Fox	Signature	11/27/23 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

Print Name Signature Date

Project Manager/ DLA Engineer

Print Name Signature Date

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

Date of Environmental Commitment Record or equivalent: 11/21/2023

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)

The edge of pavement will include standard 3' wide shoulder backing. Guardrail adjacent to bridge approaches will be replaced with current standards for end treatments and will be upgraded to the current Midwest guard rail systems standard. Additional signage will be installed to support complete streets requirements. Final location of signage is part of a coordinated effort with the District 09 division of traffic operations. Rumble strips will include gaps for bicycle movement between the lanes and shoulder. Existing concrete elements related to utilities will be modified to grade. Census loops will be replaced in kind.

Not all guard will be replaced however all guardrail within the project limits were studied to determine impacts. Guard rail end treatment standards have changed, for this project any guard rail for replacement will at a min. be 50' longer on each side. If budget is not available guard rail and not to be replaced, then additional grinding operations will occur to meet grade at the face of guard rail.

Conform grind/mill and fill at intersections, bridge decks, driveways, and project begin/end construction to meet project elevations. Conform grinding involves a tapering grind to bring the roadway profile down from the height of the overlay to the existing roadway height. Mill and Fill operations include, grinding out the full height of the roadway and then paving back with new HM to match the existing road height, areas of mill and fill do not require shoulder backing since they match the existing roadway height.

All shoulder backing, and guardrail installation will occur within the existing road prism width and depth on previously disturbed compacted dirt. All off pavement ground disturbance will occur within the existing road prism on previously disturbed compacted dirt, except for the new complete street signage.

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).

BIOLOGY – Environmental Measures

- Notify the Biologist at least 2 weeks prior to construction start.
- If additional staging or contractor use areas are required or identified, they must be approved by the Biologist prior to their use.
- Pre-construction rare plant surveys will be conducted by a staff Biologist during peak blooming period(s) (March-June), prior to the start of construction.



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- If any rare plants are observed within 10 feet of the PIA, they will be flagged for avoidance and the Biologist will consult with appropriate agencies for additional avoidance and minimization measures (AMMs).
- If construction occurs between February 1st and September 30th, pre-construction nesting bird surveys will be conducted by a staff Biologist within 72 hours of construction start.
 - Survey 250 feet from the PIA for songbirds, including ground-nesting birds, and 500 feet from the PIA for nesting raptors, and 1/2 mile for Swainson's hawk (SWHA).
 - If nesting birds are found within 250 feet (songbirds) or 500 feet (raptors, special-status species) of the PIA, biological monitoring may be required to ensure construction activities are not affecting nesting birds. A no work buffer may be implemented if the monitor determines that project activities are impacting nesting behaviors.