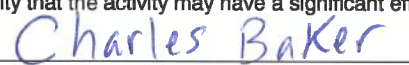
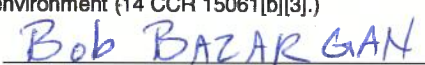


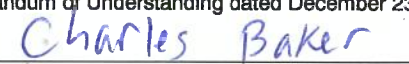
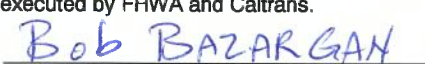




CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

12-ORA-55	13.2/R17.9	OS040	EFIS 1219000083
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)			
Caltrans District 12 (Santa Ana) proposes to upgrade traffic safety devices at various locations along State Route 55 between State Route 22 and State Route 91 in the cities of Anaheim and Orange. Work includes replacing existing non-standard and damaged Metal Beam Guard Rail (MBGR) and replacing with Manual for Assessing Safety Hardware (MASH) devices (MGS and concrete barrier type 60M) at 12 locations. Project also includes grading embankment slopes to 2:1 or flatter at various locations behind new MGS. All work will be within existing Caltrans right of way. No additional right of way is required.			
CALTRANS CEQA DETERMINATION (Check one)			
<input type="checkbox"/> Not Applicable – Caltrans is not the CEQA Lead Agency		<input type="checkbox"/> Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA	
Based on an examination of this proposal, supporting information, and the above statements, the project is:			
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)			
<input checked="" type="checkbox"/> Categorically Exempt. Class 1(c). (PRC 21084; 14 CCR 15300 et seq.)			
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:			
<ul style="list-style-type: none"> • If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law. • There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time. • There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. • This project does not damage a scenic resource within an officially designated state scenic highway. • This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List"). • This project does not cause a substantial adverse change in the significance of a historical resource. 			
<input type="checkbox"/> 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].)]			
 Print Name: Senior Environmental Planner or Environmental Branch Chief		 Print Name: Project Manager	
 Signature		 Signature	
2/4/2020 Date		2/4/2020 Date	
NEPA COMPLIANCE			
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:			
<ul style="list-style-type: none"> • does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and • has considered unusual circumstances pursuant to 23 CFR 771.117(b). 			
CALTRANS NEPA DETERMINATION (Check one)			
<input checked="" type="checkbox"/> 23 USC 326: The State 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). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:			
<input type="checkbox"/> 23 CFR 771.117(c): activity (c)(L)			
<input checked="" type="checkbox"/> 23 CFR 771.117(d): activity (d)(27)			
<input type="checkbox"/> Activity ___ listed in Appendix A of the MOU between FHWA and the State			
<input type="checkbox"/> 23 USC 327: Based on an examination of this proposal and supporting information, the State 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 December 23, 2016 and executed by FHWA and Caltrans.			
 Print Name: Senior Environmental Planner or Environmental Branch Chief		 Print Name: Project Manager/DLA Engineer	
 Signature		 Signature	
2/4/2020 Date		2/4/2020 Date	
Date of Categorical Exclusion Checklist completion: 2/3/20		Date of ECR or equivalent: 2/3/20	

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet**

12-ORA-55 Dist.-Co.-Rte. (or Local Agency)	13.2/R17.9 P.M./P.M.	0S040 E.A/Project No.	EFIS 1219000083 Federal-Aid Project No. (Local Project)/Project No.
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Continued from page 1:

The project will include, as applicable, the following standardized features that are included as part of the project description (<http://www.dot.ca.gov/des/oe/construction-contract-standards.html>). Standardized features (such as Best Management Practices [BMPs]) are those features that are generally applied to most or all Department projects. These standardized or pre-existing features allow little discretion regarding their implementation and are not specific to the circumstances of a particular project. An Environmental Commitment Record (ECR) has been developed for this project and must be implemented throughout Design and Construction Phases.