



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 04/2021)**

Project Information

Project Name (if applicable): Soda Springs Pavement Rehabilitation

DIST-CO-RTE: 03-PLA & NEV-80 **PM/PM:** 68.5/69.7 & 0.0/2.7

EA: 03-1H990 **EFIS ID:** 0317000043 **Federal-Aid Project Number:** N/A

Project Description

The California Department of Transportation (Caltrans) proposes to conduct 60 drill borings for the proposed Soda Springs Pavement Rehabilitation project. The scope of work will consist of the geotechnical borings to support investigation of the foundation design of the proposed retaining walls on the highway embankment on the left (north) side of eastbound I-80 and for widening at the Kingvale Bridge Undercrossing.

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 6.** (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

Sandeep Sandhu

Print Name

Sandeep Sandhu

Signature

7/2/21

Date

Project Manager

Mohan Bonala

Print Name

Rhagash

Signature

07/02/2021

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, 2019, 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 December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

N/A Print Name, N/A Signature, N/A Date

Project Manager/ DLA Engineer

N/A Print Name, N/A Signature, N/A 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:

All work would take place within the existing Caltrans right of way (ROW). Acquisition of new ROW is not anticipated or proposed for this project. Work would be confined to the paved roadway, the median, and previously built and levelled areas. If the contractor requires a staging area, Special Provisions indicates that the contractor will be responsible for securing the locations for staging storage. Traffic during construction will be handled in accordance with Standard Plans. The roadway condition varies throughout the project locations.

The diameter of the bore holes will be approximately 4 inches in diameter. Most borings will be drilled to a maximum depth of 50 ft, with 3 borings drilled to maximum depths of 150 ft (at the Kingvale undercrossing Bridge). Samples will be collected at 5 ft intervals to the maximum depth explored using a split-spoon sampler (also called SPT sampler). The sampler is a 2-inch outer diameter, 1.4-inch inner diameter, 18-inch-high metal sampler driven into the ground every 5 ft. Soil samples will be removed from the sampler and collected and stored in plastic zip-loc bags.

Multiple drilling rigs may be used at any given time to increase drilling rates. Each drill rig/crew will consist of a truck mounted drill rig, a water tender/truck for water supply, and a pickup truck with trailer or flatbed truck for drum storage transportation. Mud rotary and rock coring drilling methods will be used to advance the borings. Drilling fluids (mud) consisting of a water and bentonite mix will be used. After reaching maximum depth at each boring, the boreholes will be destroyed/abandoned in accordance with local county regulations and will backfilled with neat cement grout from the bottom to the ground surface. All soil cuttings, drilling fluids and excess grout mix will be contained in 55-gal drums and will be disposed of offsite. No materials will be spread or remain on site.