



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

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 **Federal-Aid Project Number:** 0317000043

Project Description

The California Department of Transportation (Caltrans) proposes to conduct 5 borings on the Troy undercrossing right bridge replacement and new overhead signs. The purpose of the geotechnical investigation is to explore the existing subsurface conditions and collect subsurface information necessary for foundation analysis and design and to provide information for future construction procedures.

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

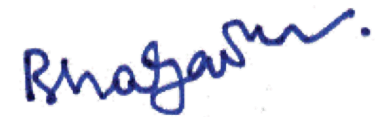
Based on an examination of this proposal and supporting information, the project is:

- 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

Mundeep Purewal		7/8/22
_____ Print Name	_____ Signature	_____ Date

Project Manager

Mohan Bonala		7/8/22
_____ Print Name	_____ Signature	_____ 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

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:

The existing Troy undercrossing Right Bridge is a 3-span, reinforced concrete girder and deck bridge supported on shallow foundations. Three borings will be advanced for the bridge replacement. Drilling locations are at or near the proposed design support foundation locations for the bridge. One boring was positioned at the bottom of the bridge on Troy Road in order to avoid a lane closure and for safety. The three borings will be drilled to maximum depths of 100 feet each or 50 feet into rock.

Two new overhead signs are also proposed. For these, 1 boring will be drilled at each new sign location to a maximum depth of 50 feet, each. The borings will be located in the shoulders and near the new sign foundation locations.

Soil, water, and rock samples will be collected for laboratory tests for foundation corrosion analysis and geotechnical properties for foundation design. Caltrans "Corrosion Guidelines" Version 3.0 will be used as corrosion sample collection guideline.

If woody vegetation removal, construction, structures work, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds (February 1st to September 30th), a focused survey for active nests of such birds shall be conducted by a qualified biologist within 14 days prior to the beginning to project-related activities. If active nests are found, Caltrans shall contact California Department of Fish and Wildlife (CDFW) regarding appropriate action to comply with the Migratory Bird Treaty Act. If a lapse in project related work of fifteen days or longer occurs, another survey and, if required, consultation CDFW will be required before the work can be reinitiated.