



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

Project Information

Project Name (if applicable): Edison 2R Rehab

DIST-CO-RTE: 06-Kern-58

PM/PM: 64.4/67.3

EA: 06-0X160

Federal-Aid Project Number: 0618000183

Project Description

The proposed roadway rehabilitation project is located near Bakersfield, on State Route 58 from west of the Tejon Highway Overcrossing Bridge to the beginning of Caliente Creek Bridge. The roadway work to the existing westbound lanes of State Route 58 includes the following:

- Replace the existing Portland Cement Concrete panels with full depth hot mix asphalt
- Overlay the entire section with rubberized hot mix asphalt
- Replace the existing Portland Cement Concrete slab understructures with continuously reinforced concrete pavement
- Construct shoulder backing
- Replace overside drains
- Upgrade metal beam guardrail
- Upgrade Traffic Management System elements

All work will occur within the Caltrans right of way. There will be no right of way acquisitions. For the metal beam guardrail, the only excavation should be if holes need to be drilled for the guardrail posts. Upgrade of the Traffic Management System elements include excavation for the cabinet foundation.

The purpose of the project is to repair, preserve and extend the service life of the existing pavement and improve ride quality. The existing pavement is subject to considerable distress and cracking due to heavy truck traffic. Restoring the roadway to a state of good repair would minimize maintenance costs and result in smoother pavement surfaces that could lead to improved vehicle operations, reduced emissions, and reduced energy consumption.

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 1c.** (PRC 21084; 14 CCR 15300 et seq.)



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- 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

<u>G. William "Trais" Norris III</u>	<u><i>G. William "Trais" Norris, A.A.</i></u>	<u>10/27/2021</u>
Print Name	Signature	Date

Project Manager

<u>Sunil Gandrathi</u>	<u><i>Sunil Gandrathi</i></u>	<u>10/29/2021</u>
Print Name	Signature	Date



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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, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

23 CFR 771.117(c): activity (c)(26)

23 CFR 771.117(d): activity (d)()

Activity 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

G. William "Trais" Norris III (Print Name), G. William "Trais" Norris, AIA (Signature), 10/27/2021 (Date)

Project Manager/ DLA Engineer

Sunil Gandrathi (Print Name), Sunil Gandrathi (Signature), 10/29/2021 (Date)

Date of Categorical Exclusion Checklist completion (if applicable): 10/21/21
Date of Environmental Commitment Record or equivalent: 10/26/21

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:

Cultural Resources: The project has no potential to affect historic properties.

Air Quality: The proposed project is located within the San Joaquin Valley Air Basin in Kern County. According to 40 CFR Section 93.126, the proposed project is exempt under Table 2 – “Pavement resurfacing and/or rehabilitation”. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and Transportation Improvement Program (TIP). This project does not interfere with the implementation of any Traffic Control Measures (TCM's).

Construction GHG emissions do not need to be estimated as this project is a CE.

Operational climate change emissions do not need to be estimated because the project is not capacity increasing.

Hazardous Waste: A search of regulatory databases did not identify any hazardous waste properties having the potential to affect the project.

A lead compliance plan (LCP) is required for this project, as ground disturbance will be conducted, and LBP may be encountered. Caltrans' Standard Special Provision (SSP) 7-1.02K(6)(j)(iii) Earth Material Containing Lead - requires a LCP when lead concentrations are non-hazardous (below 1,000 mg/kg total lead and below 5 mg/l soluble lead) or whenever disturbance (e.g. excavation) of earth material (i.e. soil) that could result in lead exposure will occur and disposal in a permitted landfill is not required. The estimated cost of the LCP is \$3,000.

NSSP 14-11.14 Treated Wood Waste (TWW) will be required to address handling and disposal of any potential wood waste generated during the project (guard rail segments, signposts, etc.).

If there is an upgrade to electrical systems, SSP 14-11.15 will be used to dispose of electrical equipment requiring special handling.

Noise: No long-term noise impacts are expected under the Build Alternative. However, local noise levels near the project would increase during project construction. The amount of the increase would vary with the types and models of equipment used. Noise levels from normal construction activities range from 80 to 88 decibels at 50 feet. Noise produced by construction equipment would be reduced over a distance at a rate of 6 decibels per doubling of distance.

Construction noise is regulated by Caltrans Standard Specifications Section 14-8.02 Noise Control, which states construction noise resulting from work activities should not exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

Water Quality: This rehabilitation project is not anticipated to have long-term direct impacts on surface water and groundwater.



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If the project disturbs one or more acres of soil, the following would be required:

- A Notification of Intent is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days prior to the start of construction.
- A Stormwater Pollution Prevention Plan is to be prepared and implemented during construction to the satisfaction of the resident engineer.
- A Notice of Termination is to be submitted to the Regional Water Quality Control Board upon completion of construction and site stabilization. A project would be considered complete when the criteria for final stabilization in the Construction General Permit are met.

If the project disturbs less than one acre of soil, a Water Pollution Prevention is required to be prepared by the contractor per Caltrans 2018 Standard Specification Section 13-1 Water Pollution.

By incorporating proper and accepted engineering practices and Best Management Practices, the project would not have significant impacts to water quality during construction or its operation.

Biology:

The following measures will be implemented for this project.

Worker Awareness Training. Prior to the start of work/ground disturbance, a qualified biologist will provide worker environmental awareness training for all construction personnel, including contractors, subcontractors, and contractors' representatives. New construction personnel who are added to the project after the training is first conducted also will be required to take the training. Documentation of the training, including sign-in sheets, will be kept on-file.

Biological Monitor. A qualified biologist will be available on-call during all construction periods, if any of the species are observed either on-site or in proximity to the action area. The biologist will be present on-site if any species concerns arise (e.g., a new den is detected during construction).

Escape Ramps. To prevent the inadvertent entrapment of the Tipton kangaroo rat, San Joaquin kit fox, or other wildlife during construction of the project, all excavated, steep-walled openings more than 6 inches deep will be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they will be inspected thoroughly for trapped wildlife. If at any time a trapped or injured species is discovered, Caltrans will stop work immediately and contact the U.S. Fish and Wildlife Service.

Trash Management. All food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in closed, secured containers, and removed daily from the project site, in order to reduce the potential for attracting predator species.



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Lighting. The use of temporary artificial lighting on-site will be limited, except when necessary for construction, or for driver and pedestrian safety. Any artificial lighting used during construction will be confined to areas within the construction footprint and directed away and down from surrounding habitat and will have shielding installed to limit non-target casting of light.

Prohibition of Pets and Firearms. To eliminate the potential for disturbance or injury to, or death of, any species resulting from the presence of pets and firearms, neither (with the exception of firearms carried, or working animals handled, by authorized law enforcement officials) will be allowed on the project site.

Prohibition of Pesticides. No pesticides will be used on the project site during construction.

Vehicle Speed Limits. All project-related vehicles will observe a daytime speed of no more than 20 miles per hour in all project areas, except on the highway. Off-road travel outside of designated project areas will be prohibited. Project personnel will be provided with guidance on vehicle use and speed limits.

Preconstruction Survey. No more than one year prior to the start of construction, a qualified biologist or botanist will conduct a protocol-level botanical survey of the action area during the appropriate blooming season for the species, and in accordance with the most recent and accepted botanical survey protocols and/or guidance. Caltrans will notify the U.S. Fish and Wildlife Service of the survey results in writing.

Plant Avoidance. Caltrans will ensure that active work zones and temporary staging/storage areas avoid all locations where the species is found (and where it was identified previously) by at least 50 feet in order to protect individual plants as well as to eliminate the potential for disturbance to the seed bank.