



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

Project Information
Project Name (if applicable): Kern 58 Pavement Damage
DIST-CO-RTE: 09-KER-58 **PM/PM:**
EA: 09-39990 **Federal-Aid Project Number:** N/A

Project Description
 This Caltrans Emergency Project was conducted to address damage to State Route (SR) 58 in Kern County in and near Tehachapi between postmile 82.15 and 92.57. Heavy snow from January and February snowstorms, as well as damaging March rain events, saturated an already weak pavement base under old concrete pavement on SR 58 near Tehachapi. This led to loss of pavement support and extensive accelerated pavement damage in the outside of both the eastbound and westbound lanes of SR 58. Concrete slabs with and without HMA overlays were broken into multiple pieces. SR 58 is a highly travelled freight corridor, and heavy truck traffic led to complete full depth structural failure.
 (Continued on Continuation Sheet, 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** Enter class. (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

Cecilia Boudreau	<i>Cecilia Boudreau</i>	10/16/2023
Print Name	Signature	Date

Project Manager

Jeremy Milos		10/17/23
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, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(9)
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

Cecilia Boudreau
Print Name
Signature
Date 10/16/2023

Project Manager/ DLA Engineer

Jeremy Milos
Print Name
Signature
Date 10/17/23

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:

Project Description

(Continued from Page 1)

In an effort to maintain a safe pavement surface Caltrans Highway Maintenance staff placed numerous temporary cold mix and pot hole patches that constantly require repatching. The extent and severity of damage is beyond what Caltrans staff can handle with either temporary pothole surface patching, or full depth concrete slab repairs. An emergency project was urgently needed to repair the failed pavement and restore a safe pavement surface for the traveling public. The project was necessary to prevent or mitigate loss of, or damage to, life, health, property, or essential public services.

The damaged sections of concrete pavement were sawcut and a full depth removal of damaged concrete ranging from 0.65 to 1.02 feet deep was conducted. Unsuitable base material was removed and replaced with class 2 base as necessary. The sections were paved back with full depth hot mix asphalt as needed. Damaged portions of center line stripe and right edge line stripe were replaced with 2 coat paint as necessary. Work began on 5/22/2023 and finished on 6/16/2023.

All work was performed within Caltrans right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original facility. With the incorporation of Caltrans Standard Specifications, Environmental specialists have determined that the project had no effect to Environmental resources.