



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

Project Information

Project Name (if applicable): Jackson Slough Road Intersection Improvement

DIST-CO-RTE: 03-SAC-12

PM/PM: 3.5/3.8

EA: 03-3J310

Federal-Aid Project Number: 0322000248

Project Description

The California Department of Transportation proposes to conduct a geotechnical investigation to evaluate subsurface conditions for EA 03-3J310. The geotechnical investigation is being performed as part of a proposed intersection improvement of new signal signs. The purpose of the geotechnical investigation is to characterize the subsurface conditions for settlement, and to assist in developing of a foundation design. The information obtained from borings, which includes drilling, visual logging, in-situ testing, and sampling of soil and rock, will be the basis for analysis and design and used to develop engineering/geologic findings.

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

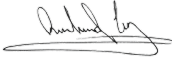
Based on an examination of this proposal and supporting information, the project is:

- 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

Erin Damm		04/18/2024
Print Name	Signature	Date

Project Manager

Richard Ly Lee		04/18/2024
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

Print Name Signature Date

Project Manager/ DLA Engineer

Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable): Enter date
Date of Environmental Commitment Record or equivalent: 4/18/24



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Continuation sheet:

Construction Activities:

- The drill rig will remove a 7-inch diameter hole, 100 feet deep, is about 27 cubic feet (1 cubic yard).
- The rotary core drilling will remove 4-inch diameter hole, 100 feet deep, is about 9 cubic feet, or 1/3 cubic yard.
- All borings will be backfilled to the ground surface with neat cement in accordance with the Sacramento County Department of Environmental Health and California Well Standards Bulletin 74-81 and 74-90.
- When considering factors such as utilities conflicts, and traffic and safety allowances, it is expected that boring locations could be shifted as much as 30 feet from the planned locations.

Staging Area:

- Local turnout/parking areas will be used for vehicle and equipment staging or within the lane closures. Typically, the water tenders, trailers, and drill rigs are stored at the local Caltrans maintenance yard at the end of each workday.

Disposal/Borrow:

- Once the drilling is complete the fluid is then pumped into 55-gallon drums for disposal offsite.

Right-of-Way:

- Geotechnical drilling be performed within Caltrans right-of-way.

Consultation/Coordination:

- There is no need for consultation or coordination.

A spill prevention plan (spill suppression and cleanup equipment) and on-site training will be completed prior to the start of drilling, maintained during operations and any response to spills will be documented by the on-site Geoprofessional who will contact the Caltrans District Environmental Branch in the event of a spill and they will decide if the drilling is to continue.

Geotech Drilling CE for Jackson Slough

Final Audit Report

2024-04-18

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