



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

**Project Information**

**Project Name (if applicable):** Edwards Median Safety Devices

**DIST-CO-RTE:** 09-KER-58

**PM/PM:** 116.2/142.9

**EA:** 09-38770

**Federal-Aid Project Number:**

**Project Description**

The purpose of this project is to improve safety and provide protection for errant vehicles within the median of State Route (SR) 58 in Kern County from post mile 116.2 to post mile 142.9. The median devices are used to deflect and absorb energy and reduce vehicle collisions with overcrossing columns situated within the center median. Current median safety device within the project limits are legacy safety devices that are no longer in production and are being supplemented with other safety devices. The current safety devices need to be replaced to meet new MASH standards. (Project Description continued on 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 1 (C).** (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>	06/24/2024
Print Name	Signature	Date

**Project Manager**

Matthew Goike	<i>matthew goike</i>	6/24/24
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)(22)
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
Cecilia Boudreau
06/24/2024
Print Name Signature Date

Project Manager/ DLA Engineer

Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable): 06/17/24
Date of Environmental Commitment Record or equivalent: 06/17/24

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 project is the second phase of two phases to remove and replace existing safety guardrails and crash cushions with new MASH compliant guardrails within the median of SR 58 within eastern Kern County. Phase I (09-38760) included removal and replacement of safety devices in eight locations along SR 58 from post mile 90.7 to post mile 111.1. Phase II incorporates seven locations from the Altus Avenue overcrossing to the Boron Avenue overcrossing.

The project consists of removing the existing sand filled crash cushions and the old exiting guardrails and replacing with new MASH compliant guardrail. Some minor clearing and grubbing may be necessary to accommodate the new railing. New Midwest Guardrail System (MGS) will be installed with new approved end treatments. It is expected that the new railings will be longer than the current railings to meet the minimum length of need for system safety. Estimated lengths of new railing could be approximately 200' or longer but will be determined during the design phase of the project. It may be necessary at some locations to bring in a small amount of import borrow to ensure that the side slopes do not exceed 10% on the approach to the guardrails, which will be determined during the design phase as well. Staging will occur within existing disturbed areas within the state right of way. Minimal staging is anticipated for this project.

### Environmental Commitments

The Resident Engineer must contact the project Coordinator, Rebeka Riesen at (442)359-8454, at least 2 weeks prior to the start of construction in order to coordinate archaeological and biological staff pre-construction and/or construction monitoring. If the project coordinator cannot be reached, the RE must contact the Environmental Branch Chief.

### **Biology:**

- If additional staging or contractor use areas are required or identified, they must be approved by the Biologist prior to their use.
- Pre-construction nesting bird surveys shall be conducted by a staff Biologist between February 1<sup>st</sup> and September 30<sup>th</sup> within 72 hours prior to start of construction.
  - If nesting birds are found within 250 feet (songbirds) or 500 feet (raptors, special-status species) of the Project Initiation Area, biological monitoring may be required to ensure construction activities are not affecting nesting birds. A no work buffer may be implemented if the monitor determines that project activities are impacting nesting behaviors.
  - Survey 250 feet from the Project Initiation Area for songbirds, including ground-nesting birds, and 500 feet from the Project Initiation Area for nesting raptor, and half a mile for Swainson's hawk.

### **Cultural:**

- A Native-American Monitor will be required during all ground disturbing activities such as excavation and grubbing. A Caltrans Archaeologist will accompany a Native American Monitor at all locations.



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### **Hazardous Waste:**

- If roadside soils require disposal offsite, testing for aurally deposited lead contamination will be required prior to excavation. Confirm prior to RTL. Include lead compliance plan in the BEEs for treated wood waste removal and disposal.