



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

<b><u>Project Information</u></b>	
<b>Project Name (if applicable):</b> Fresno County Culvert and Pavement Repair	
<b>DIST-CO-RTE:</b> 06-FRE-5	<b>PM/PM:</b> 43.95
<b>EA:</b> 06-1H630	<b>Federal-Aid Project Number:</b> 0625000097
<b><u>Project Description</u></b>	
See Continuation Sheet.	

**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.** (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**

Shane Gunn		3/10/2025
Print Name	Signature	Date

**Project Manager**

Gerardo Rocha		3/12/2025
Print Name	Signature	Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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)

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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Shane Gunn (Print Name), Signature (Shane Gunn), Date (3/10/2025)

Project Manager/ DLA Engineer

Gerardo Rocha (Print Name), Signature (Gerardo Rocha), Date (3/12/2025)

Date of Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 3/10/2025

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).



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### **Continuation sheet:**

The project would replace a failing culvert, repair the sagging pavement due to culvert failure, utilize traffic control, and include pavement delineation. The scope of work would include:

- Remove approximately 190 linear feet of existing 24" Corrugated Metal Pipe and replace with 24" Reinforced Concrete Pipe.
- Remove and replace approximately 200'x40' of the existing roadway which includes both the #1 and #2 lanes for both northbound and southbound directions at post mile 43.95.
- Conduct traffic control during construction.
- Replace the existing striping and marking on the pavement.
- Create traffic detour if needed.
- Per the Geotech recommendation an additional 1 to 2 feet of engineered fill will be required beneath the replaced culvert for support.

All work will be within the Caltrans right-of-way , there may be a need for nightwork and the project is expected to be accomplished in 45-days.