

**NEPA/CEQA RE-VALIDATION FORM**

DIST./CO./RTE.	08/SBD/58
PM/PM	R0/R12.9
E.A. or Fed-Aid Project No.	34770
Other Project No. (specify)	0800000616
PROJECT TITLE	State Route 58 Kramer Junction Expressway Project
ENVIRONMENTAL APPROVAL TYPE	EIR/EIS
DATE APPROVED	07/01/2014
REASON FOR CONSULTATION (23 CFR 771.129)	<p>Check reason for consultation:</p> <p><input type="checkbox"/> Project proceeding to next major federal approval</p> <p><input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements</p> <p><input type="checkbox"/> 3-year timeline (EIS only)</p> <p><input type="checkbox"/> N/A (Re-Validation for CEQA only)</p>
DESCRIPTION OF CHANGED CONDITIONS	<p>The California Department Of Transportation District 8 (Caltrans) project to realign and widen a portion of State Route 58 (SR-58) from post mile 0.0 to post mile 12.9, near Kramer Junction, San Bernardino County, California (Project). The Project will add a mixed flow lane in each direction of travel and includes shoulder construction, drainage improvements, median widening, utility relocation, and railroad separations. Additionally, a partial clover leaf interchange at the State Route (SR)-58/ United States Route (US) 395 Junction and a grade separation for the railroad is proposed. As the design of the Project progressed, it was determined that the following was necessary:</p> <ul style="list-style-type: none"> <li>• Area 2 Borrow Area on APN 0498-232-47. It is proposed to excavate and remove soil to a depth 15 feet, loaded into trucks for use on proposed alignment. Additionally, it is proposed to establish a 10 foot deep pond 3000 square foot pond to retain water for use on Project. Access to and from APN 0498-232-47 will be via existing roads accessible from existing SR-58.</li> <li>• Area 3 Construction Yard containing an Office, Maintenance Yard, Batch Plant, Laydown Yard, and pond on APNs 0492-192-12, 0492-192-18, and 0492-192-23. It is proposed to utilize these parcels for the Construction Office, Batch Plant, and the maintenance, staging and storage of equipment and materials required for constructing the Project. Additionally, a 10 foot pond measuring 100 feet by 300 feet is proposed to retain water for use on the Project. Access to and from the Construction Yard will be via haul roads graded within Proposed Right of Way.</li> <li>• Area 4 Borrow Area within existing State Route 58 Right of Way Postmile R13.0 to Postmile R14.0. It is proposed to utilize borrow material within an existing cut on the north and south of existing SR-58. Soils will be excavated and removed to a depth of 10 feet, loaded in trucks for use on proposed alignment. Access will be via existing shoulders of SR-58.</li> <li>• Area 6 Borrow Area on APN 0491-171-10. It is proposed to excavate and remove soils to a depth of 25 feet, loaded onto trucks for use of the proposed alignment. Access is via existing dirt road accessible from US 395</li> <li>• Area 7.1 Property Acquisition of APN 0498-232-17. It is proposed to acquire the property in its entirety because Proposed State Route 58 will cut off residential access.</li> <li>• Design Revision Design revised at US 395/SR-58 EB On/Off Ramp intersection to include an update from a 3 legged T intersection to a 4 legged intersection.</li> <li>• On May 5, 2017, via electronic mail, Caltrans noted that Pacific Gas and Electric was required to relocate two of its pipelines because of the reroute project. Pacific Gas and Electric would also need to install approximately 3,100 feet of pipeline that extends east from the vicinity of Highway 395 and then turns directly south until it crosses the new right-of-way for State Route 58.</li> </ul>

**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- The original environmental document or CE remains valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With this additional documentation, the original ED or CE remains valid.

Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No

**NEPA/CEQA RE-VALIDATION FORM**

- The original document or CE is no longer valid.  
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No   
 Supplemental environmental document is needed. Yes  No   
 New environmental document is needed. Yes  No  (If "Yes," specify type: \_\_\_\_\_)

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.  
 Signature: Environmental Branch Chief \_\_\_\_\_ Date 8/9/17 \_\_\_\_\_ Signature: Project Manager/DLAE \_\_\_\_\_ Date 8/9/17 \_\_\_\_\_

**CEQA CONCLUSION:** (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be  prepared and is  included on the continuation sheets or  will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR)
- The CE is no longer valid. New CE is needed. Yes  No

**CONCURRENCE WITH CEQA CONCLUSION**

I concur with the CEQA conclusion above.  
 Signature: Environmental Branch Chief \_\_\_\_\_ Date 8/9/17 \_\_\_\_\_ Signature: Project Manager/DLAE \_\_\_\_\_ Date 8/9/17 \_\_\_\_\_

**CONTINUATION SHEET(S)**

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

**Changes in project design, e.g., scope change; a new alternative; change in project alignment**

Area 2: Caltrans proposes to use approximately 100 acres of this parcel, which is located at the western end of the project area, for borrow material. Caltrans would also install a water well and construct a pond that would serve as a water source for the project.

Area 2 contains three graded airstrips and a playa. Saltbush and alkali sink scrub comprise the plant communities; the habitat generally seemed of low quality for desert tortoises. Caltrans partially surveyed this area for desert tortoises in 2009 and did not detect any desert tortoises or their signs. As Caltrans notes in its request; we concluded given the existing disturbance on the site, the proximity of the site to State Route 58, the results of the surveys, and the habitat types present, few, if any, desert tortoises are likely present within Area 2. The disturbance of Area 2 would not affect critical habitat of the desert tortoise or other areas important for the long-term conservation of the species.

**Changes in environmental setting, e.g., new development affecting traffic or air quality;**

NA

**Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.**

### NEPA/CEQA RE-VALIDATION FORM

Area 2 contains three graded airstrips and a playa. Saltbush and alkali sink scrub comprise the plant communities; the habitat generally seemed of low quality for Desert Tortoises (DT). Caltrans partially surveyed this area for DT in 2009 and did not detect any DT or their signs. Biology notes that given the existing disturbance on the site, the proximity of the site to State Route 58, the results of the surveys, and the habitat types present, few, if any, DT are likely present within Area 2. The disturbance of Area 2 would not affect Critical Habitat (CH) of the DT or other areas important for the long-term conservation of the species.

Area 3 lies adjacent to a small block of buildings and is heavily littered with trash that likely has blown onto the site from businesses to the west. Saltbush scrub comprises the plant community. Caltrans surveyed the route of the new freeway for DT in 2009, which lies to the north of Area 3, and did not detect any DT or their sign. The structure and nature of the habitat seemed suitable for DT; however, the proximity to the major roads, developed areas, the transmission lines to the east, and trash render it likely that few, if any, DT occupy the site. Area 3 lies within CH of the DT. Existing conditions in this area have already compromised its value for the conservation of the DT; restoration of the conservation value of Area 3 is highly unlikely as long as Kramer Junction remains a transportation hub.

Area 4: During the past widening of State Route 58, Caltrans installed a fence to prevent DT from entering the roadway. The berms to be used as borrow material lie between the existing highway and the DT fence. Consequently, DT are absent from these areas. Area 4 lies within CH of the DT.

Area 7: Caltrans proposed use of this site in April 19, 2017, on May 5, 2017, electronic mail from Design, stated that it will not use Area 7. Therefore, this site will be not discussed further.

On May 5, 2017, via electronic mail, Caltrans noted that Pacific Gas and Electric was required to relocate two of its pipelines because of the reroute project.

First, Pacific Gas and Electric would also need to install approximately 3,100 feet of pipeline that extends east from the vicinity of Highway 395 and then turns directly south until it crosses the new right-of-way for State Route 58. Most of this line would traverse desert scrub habitat that may support DT; a small portion of the line would be placed in disturbed habitat west of and under Highway 395 and the southernmost portion of the line would lie within the right-of-way of the rerouted highway. This would disturb approximately 8.7 acres of Critical Habitat for the DT but installation of the pipeline, operations, and maintenance would not have a measurable effect on the CH.

Second, near the western end of the reroute, Pacific Gas and Electric would relocate approximately 500 feet of pipeline that lies within the new right-of-way. The work in this approximately 0.3-acre area would be entirely within the right-of-way for the rerouting of State Route 58. The staging area, which is east of Highway 395, has been heavily disturbed by previous activities, and covers 2.5 acres, is also within the Fremont-Kramer Critical Habitat Unit. Because of this disturbance and the proximity of the area to the highway and human habitation at Kramer Junction, we expect that few, if any, DT occur onsite.

***Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.***

NA

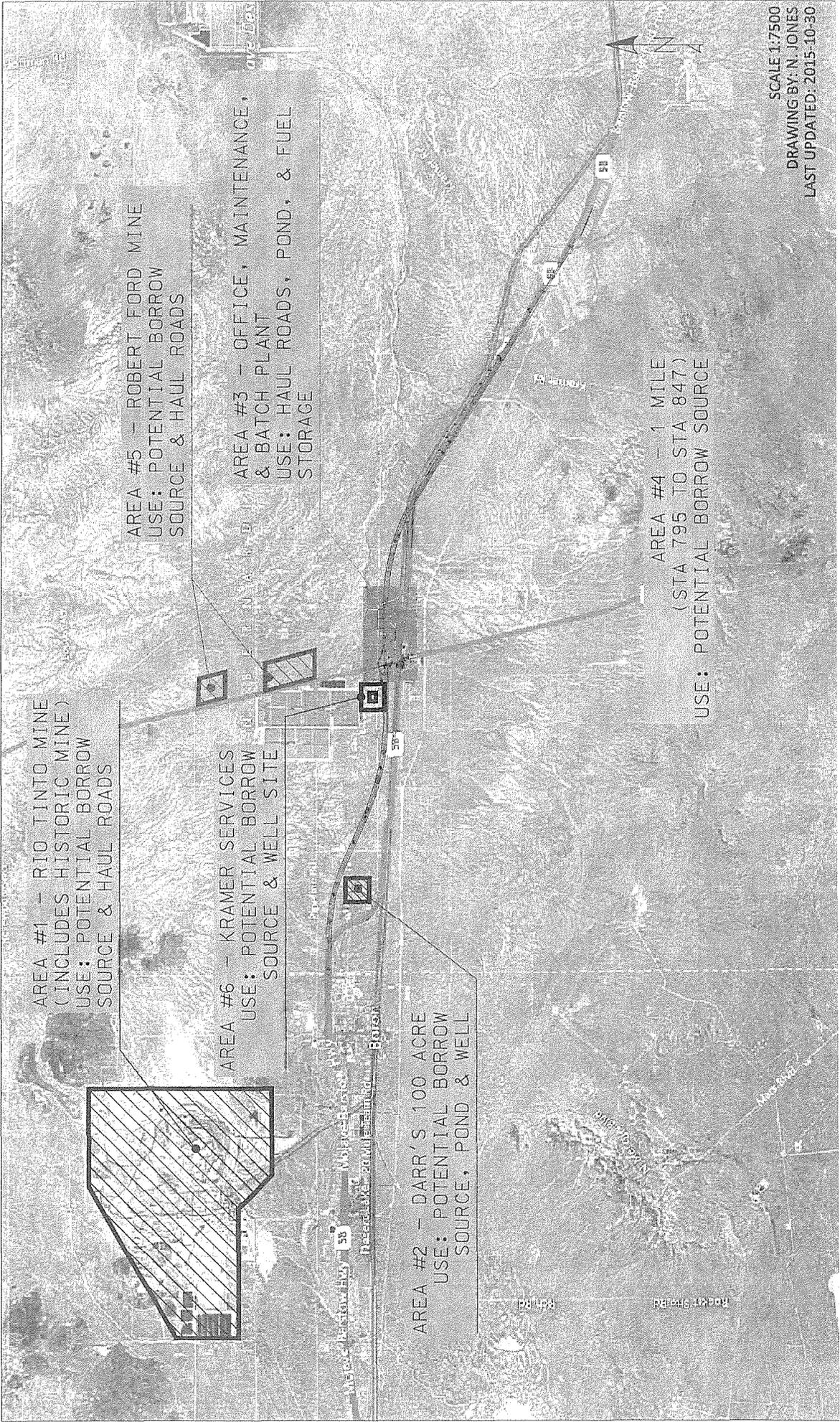
***Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.***

NA

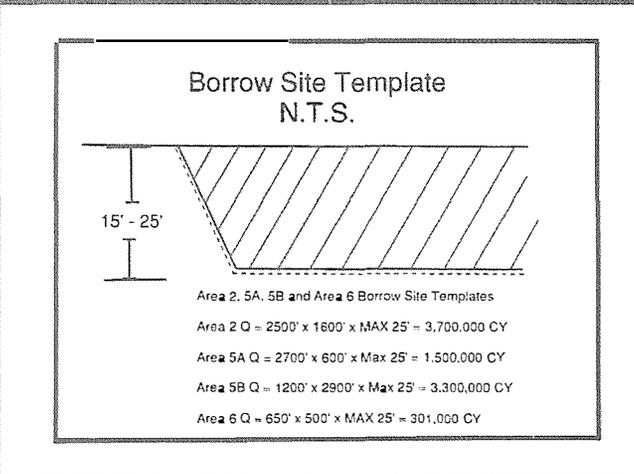
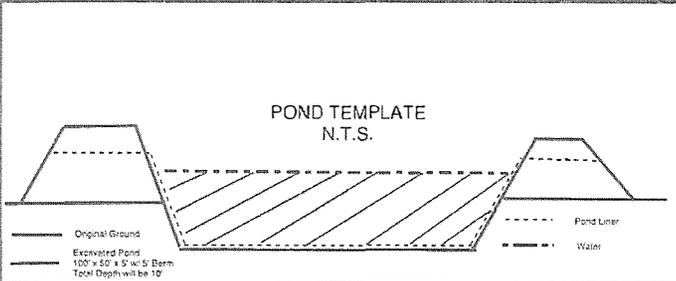
***Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.***

NA

# ENVIRONMENTAL AREAS



**AREA 2 - DARR'S 100 ACRES**  
**USE: POTENTIAL BORROW & POND SITE**



Access

Access

2,592 ft

Overnight  
Equipment

100 Acres

APN - 0498-232-47

1,661 ft

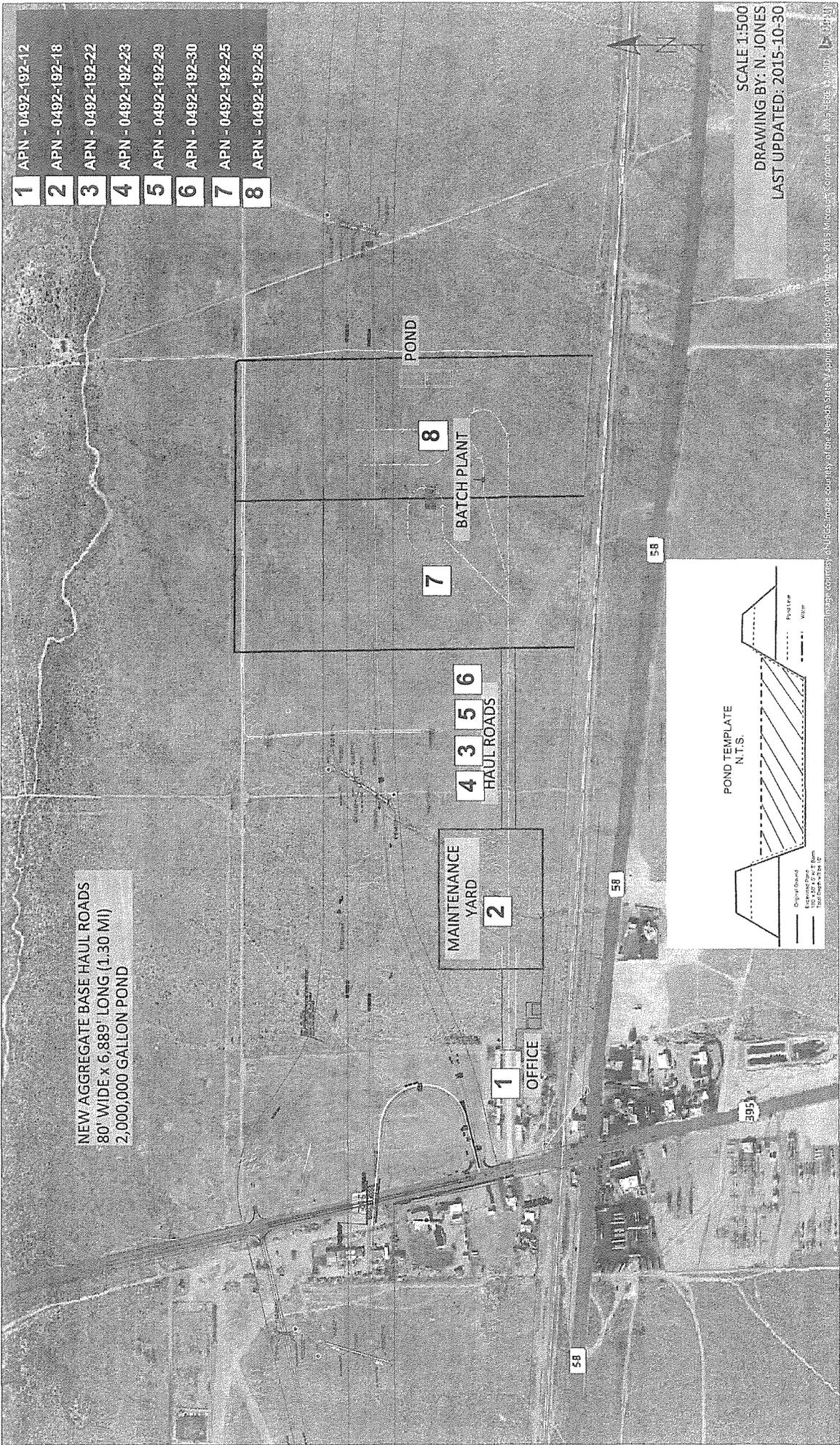
Access



# AREA #3 - OFFICE, MAINTENANCE, & BATCH PLANT

- 1 APN - 0492-192-12
- 2 APN - 0492-192-18
- 3 APN - 0492-192-22
- 4 APN - 0492-192-23
- 5 APN - 0492-192-29
- 6 APN - 0492-192-30
- 7 APN - 0492-192-25
- 8 APN - 0492-192-26

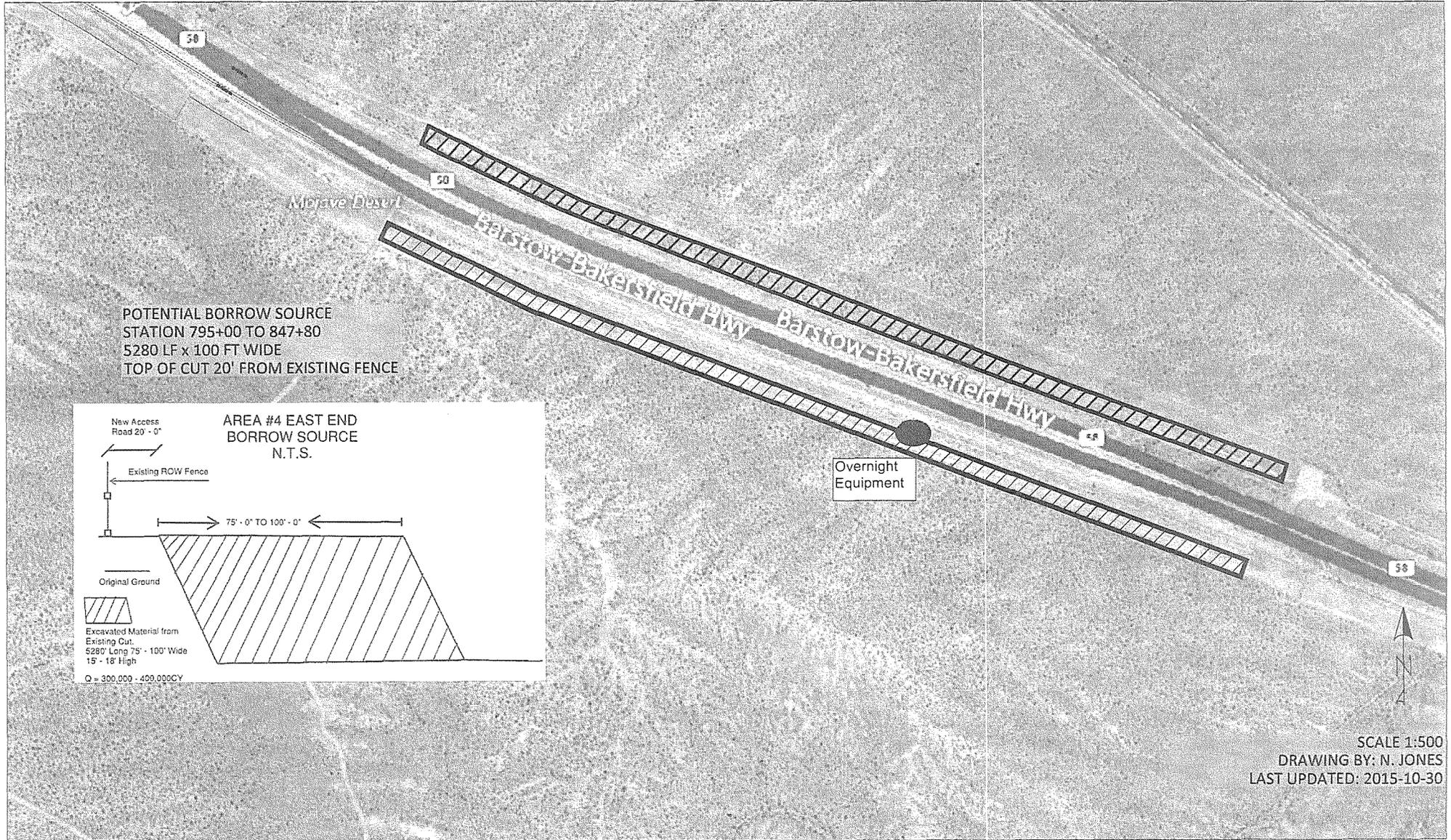
NEW AGGREGATE BASE HAUL ROADS  
 80' WIDE x 6,889' LONG (1.30 MI)  
 2,000,000 GALLON POND



SCALE: 1:500  
 DRAWING BY: N. JONES  
 LAST UPDATED: 2015-10-30

Images courtesy of USGS, images courtesy of the Nevada State Mapping Agency, Copyright © 2015 Microsoft Corporation. All rights reserved. 10/30/15

# AREA #4 - 1 MILE BORROW SOURCE



**AREA 5A - ROBERT FORD MINE - NORTH**  
**USE: POTENTIAL BORROW SITE**

40 Acres

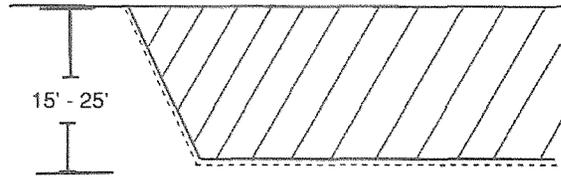
Overnight  
Equipment

APN - 0491-091-44  
APN - 0491-091-45  
APN - 0491-091-46  
APN - 0491-091-47

Access

U.S. Hwy 395

**Borrow Site Template**  
**N.T.S.**



Area 2, 5A, 5B and Area 6 Borrow Site Templates

Area 2 Q = 2500' x 1600' x MAX 25' = 3,700,000 CY

Area 5A Q = 2700' x 600' x Max 25' = 1,500,000 CY

Area 5B Q = 1200' x 2800' x Max 25' = 3,300,000 CY

Area 6 Q = 650' x 500' x MAX 25' = 301,000 CY

Farmington Rd



**AREA 6 - KRAMER SERVICES PARCEL**  
**USE: POTENTIAL BORROW & WELL SITE**

700 ft

543 ft

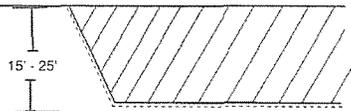
8.73 Acres  
APN - 0491-171-10

Overnight  
Equipment

Access

395

**Borrow Site Template**  
N.T.S.



- Area 2, 5A, 5B and Area 6 Borrow Site Templates
- Area 2 Q = 2500' x 1600' x MAX 25' = 3,700,000 CY
  - Area 5A Q = 2700' x 600' x Max 25' = 1,500,000 CY
  - Area 5B Q = 1200' x 2900' x Max 25' = 3,300,000 CY
  - Area 6 Q = 650' x 500' x MAX 25' = 301,000 CY



**AREA 6 - KRAMER SERVICES PARCEL**  
**USE: POTENTIAL BORROW & WELL SITE**



Overnight  
Equipment

Access

395

