



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 11/2020)**

Project Information

Project Name (if applicable): Northbound I-5 Wet Weather Traction, 2 Locations

DIST-CO-RTE: 02-SHA-005

PM/PM: VAR/VAR

EA: 02-2J250

Federal-Aid Project Number:

Project Description

The purpose of this Director’s Order is to increase traction, aid in application of future permanent projects, and reduce wet weather/traction related collisions at Location #1: SHA-005-R45.1/R45.5 and Location #2: SHA-005-58.6/59.1. This Director’s Order is needed due to the increased frequency and severity of wet weather/traction collisions at these two locations. Work at Location #1 consists of removal and replacement of the upper layer/wearing surface of existing asphalt concrete pavement. Work at Location #2 consists of requires micro-milling existing asphalt concrete pavement.

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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 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

Julie McFall		1/14/21
Print Name	Signature	Date

Project Manager

Jeff O. Stepat, PE		1/14/2021
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, 2019, 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 December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

N/A Print Name, N/A Signature, N/A Date

Project Manager/ DLA Engineer

N/A Print Name, N/A Signature, N/A Date

Date of Categorical Exclusion Checklist completion: N/A
Date of Environmental Commitment Record or equivalent: 12/7/2020

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:

Continued from page 1.

Staging

Staging occurred within the boundaries of Caltrans existing Right of Way.

Disposal/Borrow

No borrow or disposal sites were required for this project.

Right of Way

Work was completed within Caltrans Right of Way.

Consultation/Coordination

All work was completed within upper/layer wearing surface of existing asphalt concrete pavement; no Native American consultation was required for this project.

Permits

No permits were required.