



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

Project Information

Project Name (if applicable): I-5 Safety Project between SR-22 Connector to State College Blvd UC

DIST-CO-RTE: 12-ORA-5

PM/PM: 33.7/35.4

EA: 0R750/1219000030

Federal-Aid Project Number: NA

Project Description

Purpose: The purpose of this project is to reduce the severity and frequency of collisions by enhancing the traffic control devices and lengthening the existing lane-reduction to the current standards.

Need: There is a high concentration of collisions at this segment of Interstate 5 (I-5) between eastbound (EB) State Route 22 (SR-22)/southbound (SB) I-5 connector and north of State College Boulevard undercrossing (UC).

The safety project is located on SB I-5 between EB SR-22/SB I-5 connector and north of State College Boulevard UC in the cities of Orange and Santa Ana, County of Orange. The project proposes to modify the existing traffic control devices, lengthen the existing lane-reduction to current standards, upgrade pavement delineation, and install a traffic census station. See detailed Project Description in the following page.

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

Smita Deshpande	<i>Smita Deshpande</i>	June 24, 2021
Print Name	Signature	Date

Project Manager

Janilee Jablonski	<i>Janilee Jablonski</i>	06/25/2021
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CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Print Name Signature Date

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, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(4)
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

Smita Deshpande Smita Deshpande June 24, 2021
Print Name Signature Date

Project Manager/ DLA Engineer

Janilee Jablonski Janilee Jablonski 06/25/2021
Print Name Signature Date

Date of Categorical Exclusion Checklist completion: 6/4/21
Date of Environmental Commitment Record or equivalent: 6/4/21



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

The project contains 1 Build Alternative and 1 No Build Alternative. The Build Alternatives include the following improvements:

Location #1: SB I-5 Loop on-ramp from The City Drive

It is proposed to install a new cantilever overhead (OH) structure that includes an Interchange Sequence sign facing SB traffic. The specific types of sign panel and post will be determined during PA&ED phase. The proposed Interchange Sequence sign with Midwest Guardrail System (MGS) is to notify the road users of the condition ahead to help them prepare in advance before reaching the location; it is expected to enhance the safety of the motorists by reducing late weave movements near the City Drive exit gore.

Location #2: SB I-5 and south of SR-57 to EB SR-22 Connector

It is proposed to replace an existing OH sign structure with a new cantilever OH sign structure located on the right-hand side of SB I-5 and SB State Route 57 (SR-57)/EB SR-22 Connector. This OH sign structure includes an interchange advanced guide sign and a lane reduction warning sign. The specific types of sign panel and post will be determined during the PA&ED phase. In addition, it also proposes to install a ground-mounted City Limit sign on the right-hand side of SB I-5. The proposal is to notify the motorists of the conditions ahead to prevent late weaving at the Main St. exit gore.

Location #3: SB I-5 off-ramp to Broadway/Main Street at La Veta Ave. OC

It is proposed to remove existing roadside City Limit sign and install a roadside action sign located on the right-hand side of SB I-5 and north of La Veta Ave. OC.

Location #4: SB I-5 off-ramp to Broadway/Main St. at gore area

It is proposed to remove two existing ground mounted signs (1-post) located at the diverging gore area of I-5 SB off-ramp to Broadway/Main Street and install a new ground mounted warning Lane Ends (W4-2) sign at the exit nose.

Location #5: SB I-5/SR-22 Connector

It is proposed to lengthen the existing lane-reduction of 512 feet (ft) to a proposed 961 ft; The proposed lane reduction would provide motorists additional time and distance to safely merge onto the adjacent lane. Lengthening the lane reduction will require to widen 0 to 14 ft wide to the right side of the existing edge of travel way (ETW) from station 1036+18.00 to station 1026+57.00. The proposed lane reduction will begin approximately at station 1036+18.00, then gradually taper to join the existing ETW on the right side at station 1026+57.00. A 10-ft shoulder will also be reconstructed. The Maintenance vehicle pullout (MVP) will be removed and replaced along with the proposed widening. In addition, it is proposed to install Traffic Census Station (TCS) adjacent to the MVP area, between the first and second traffic volume loops for the three right traveled lanes and all connector lanes for classification and measurement of truck volumes including 2, 3, 4, and 5+ axel vehicles. The proposed TCS includes cabinet, PEEK 3019 data collector, cradle point modem, traffic loops (2 per lane), fiber optic connection, and zero tubes (2 per lane).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Location #6: NB and SB I-5 & NB and SB SR-57/WB and EB SR-22 Connector (PM 33.85) to Santa Ana River (Br #55-0811- PM 34.47)

It is proposed to upgrade the existing pavement delineation to current standards on both directions of I-5 from PM 33.85 to PM 34.47.

Other Safety Devices Upgrades

The project proposes to upgrade existing MBGR to MGS at the following three locations:

- Location #1: SB I-5 Loop on-ramp from The City Drive - Place replace it with 100 feet of MGS and an in-line terminal system.
- Location #2: SB I-5 and south of SR-57 to EB SR-22 Connector - Remove the existing 62.5 feet of MBGR and replace it with 100 feet of MGS and an in-line terminal system. (Delete - already 150')
- Location #5: SB 1-5/SR-22 Connector - Place 1000 feet of MGS and an in-line terminal system.

The project is state and federally funded through the Highway Safety Improvement Program (HSIP) Collision Reduction of the 2020 State Highway Operation and Protection Program (SHOPP) under Program Code 20.10.201.010. It is scheduled to be programmed in the 2020 SHOPP Cycle for Fiscal year (FY) 2022/23.

The limits of the proposed project are within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB) and the receiving body is the Santa Ana River. The receiving water body at the project location is not on the 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List/ 305(b) /Report

The Disturbed Soil Area (DSA) for the proposed project is anticipated to be less than 1.0 acre therefore a Water Pollution Control Program (WPCP) will be prepared and implemented to address temporary impacts to water quality. Potential temporary impacts to water quality will be addressed during construction with the application of specific temporary Best Management Practices (BMPs) as outlined in the contractor's WPCP. If the project disturbs more than 1.0 acre, a Storm Water Pollution Prevention Plan (SWPPP) should be prepared and implemented in place of a WPCP.

In addition, no evidence of known hazardous waste contamination that is significant enough to impact the project. However, Hazardous Waste and Aerially Deposited Lead (ADL) investigations at the areas that disturbed soil take place will be required. During PA/ED and early PS&E phases, the Project Engineer should submit a written request to include plans showing the locations, limits, and depth of the areas where soil will be disturbed to the Environmental Engineering. Additionally, the request should inform the Environmental Engineering if treated wood, traffic striping or materials placed prior to 1996, or thermoplastic traffic stripes older than 2004 are proposed to be removed as part of this project so that their SSPs are properly included.

No significant environmental consequences are anticipated with the proposed project. Please refer to attached environmental commitment record (ECR) for environmental commitments during different phrases of the project.



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
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Supporting Technical Studies/Memo

Hazardous Waste Memo (May 26, 2021)

Water Quality Technical Memo (April 15, 2021)

Natural Environmental Study – No Effect Tech Memo (April 13, 2021)

Section 106 Screening Memo (March 30, 2021)