



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

<b><u>Project Information</u></b>	
<b>Project Name (if applicable):</b> SJ 4 CAPM	
<b>DIST-CO-RTE:</b> 10/SJ/04	<b>PM/PM:</b> 0-8.9
<b>EA:</b> 10-1F320	<b>Federal-Aid Project Number:</b> 1016000047
<b><u>Project Description</u></b>	
The project will overlay the existing lanes and shoulders with asphalt from the edge of pavement to the edge of pavement. It will include dig outs and localized repair with shoulder backing, construct approach slabs, replace sign panels and include new traffic striping and marking after paving. The purpose is to preserve and extend the life of the existing pavement as well as improving the ride quality. The project is needed because the pavement within the project limits is exhibiting major pavement distress and unacceptable ride quality.	

**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**

Jaycee Azevedo		04/11/2023
Print Name	Signature	Date

**Project Manager**

Mohamed Khairan		07/13/ 2023
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)(26)
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

Jaycee Azevedo
Signature: j. azevedo
Date: 04/11/2023

Project Manager/ DLA Engineer

Mohamed Khairan
Signature: Mo Khairan
Date: 07/13/2023

Date of Categorical Exclusion Checklist completion (if applicable): Enter date
Date of Environmental Commitment Record or equivalent: Enter date

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:**

### **Purpose and Need:**

The purpose is to preserve and extend the life of the existing pavement as well as improving the ride quality. The project is needed because the pavement within the project limits is exhibiting major pavement distress and unacceptable ride quality, which if left uncorrected would deteriorate.

### **Description of work:**

The project would overlay the existing lanes and shoulders with asphalt from the edge of pavement to the edge of pavement. It would include dig outs and localized repair with shoulder backing. It would also construct approach slabs and replace sign panels. The project would also include new traffic striping and markings after repaving.

The following scope was also recently added to this project from Middle River Bridge Roadway Realignment project (EA 10-1F4601):

The project proposes to replace and upgrade the bridge approach rails which necessitate the installation of Alternative Crash Cushions, upgrading of a portion of existing MBGR to MGS and realignment of the Reclamation District access driveway on the eastbound side of SR 4. This project also proposes to install new street lighting and TMS elements including CCTV and a flashing beacon.

### **General:**

The project is Categorical Exempt under the California Environmental Quality Act and Categorical Excluded under the National Environmental Policy Act unless: (1) the scope of the project changes to include additional activities or areas; or (2) there is unforeseen discovery of sensitive or cultural resources. Environmental reevaluation will be required if either of these conditions are met.

### **Air:**

The proposed project is located within the San Joaquin Valley Air Basin. According to 40 CFR Section 93.126, the proposed project is exempt under Table 2 – “Pavement resurfacing and/or rehabilitation”. Such projects may proceed toward implementation



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even in the absence of a conforming transportation plan and Transportation Improvement Program (TIP). This project does not interfere with the implementation of any Traffic Control Measures (TCM's). Please refer to the attached Air Conformity checklist.

This project is not expected to cause any operational effects on air pollutants. Projects that are exempt or not Project of Air Quality Concern (POAQC) do not require hot-spot analysis.

### **Biology:**

Based on scope of the proposed project, work within the potentially jurisdictional waterways is not expected to occur. The proposed project is not expected to affect sensitive plant species, special status vegetation, special-status fish-bearing waters, valley elderberry longhorn beetle or host elderberry shrubs, affect perennial or seasonal aquatic habitat, affect aquatic including aquatic habitat. The project is not expected to result in the loss of woody vegetation, that could support tree-nesting bird species and permanent or temporary loss of potential Swainson's hawk nesting habitat.

Therefore, the project would not harm individuals or alter their habitat, it is Caltrans' determination that the proposed project will have "no effect" on any of the special status plant species, special status habitats or vegetation communities, or special status animal species considered for environmental review.

### **Cultural:**

The proposed project has no potential to affect historic properties or historical resources eligible for or listed in the National Register of Historic Places or the California Register of Historical Resources.

### **Hazardous Waste:**

Soils within the project area is impacted by ADL, specifically near the Middle River Bridge. No data identifying lead concentrations in soils for the remainder of the project area was available for review. Per the project engineer, excess soils requiring off-site disposal are not anticipated and, as a result, a project specific Aerially Deposited Lead (ADL) study will not be required. Since no new ROW would be obtained in this area, hazardous waste impacts to the project are not anticipated.

### **Hydraulics:**

This project does not have a significant impact on the floodplain. The FIRM Community Panel Numbers 06077C0415F, 06077C0420F, 06077C0440F, and 06077C0445F dated October 16, 2009, (see attachment D) show that the project limits lie in Zone AE, with base flood depth of 9-10 ft, which is defined as special flood hazard areas subject to inundation by the 1% annual chance flood.



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In compliance with Executive Order 11988 provided in the CFR Title 23, Part 650, Subpart A, the encroached floodplain will be preserved to the natural and beneficial floodplain values. It has been determined, by definition, no significant encroachment will result after construction activities. The proposed project does not constitute a longitudinal or significant encroachment on the base floodplain.

### **Noise:**

Per the Noise memo, dated 10/31/2022, the project a Type III, and noise analysis is not required. The project will have temporary construction-related impacts and with the implementation of Caltrans Standard Specification, 14-8 "Noise Control" any impacts or adverse effects from construction activities will be minimized.

### **Paleontology:**

Because the project will require minimal, if any excavation in the upmost soils, paleontological resources are unlikely to be encountered

### **Visual:**

No qualifying scenic resources, as defined in the enactment of Section 15301(c) of the State EIR Guidelines, will be affected by the implementation of the proposed project.

### **Water:**

By incorporating proper and accepted engineering practices and BMPs, the proposed project will not have significant impacts on water quality during construction or its operation.

Because of the proposed project, it is our opinion that no further investigation concerning water quality is needed to proceed with the project. If the scope of work changes, please request an additional investigation for this project.