



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

**Project Information**

**Project Name (if applicable):** SAC 5 Garden Hwy

**DIST-CO-RTE:** 03-SAC-5

**PM/PM:** 25.0/28.0

**EA:** 03-0N350

**Federal-Aid Project Number:**

**Project Description**

The California Department of Transportation (Caltrans) issued a Director's Order to complete pavement repairs in Sacramento County on Interstate 5, from post mile (PM) 25.0 to PM 28.0. The purpose of this project is to repair observed roadway failures. This project is needed to avoid the failure or threat of failure to the transportation system and to prevent or mitigate the loss or impairment of life, health, property and essential public services. 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**

Robert Wall

*Robert Wall*

4/22/2024

Print Name

Signature

Date

**Project Manager**

Jess Avila

*Jess Avila*

5/1/2024

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

Senior Environmental Planner or Environmental Branch Chief

N/A

Print Name

Signature

Date

Project Manager/ DLA Engineer

NA

Print Name

Signature

Date

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

Date of Environmental Commitment Record or equivalent: N/A

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:**

#### **Description (Continued from page 1)**

Accelerated pavement damage was reported after performing an extensive field review of the Interstate 5 corridor to identify damage that occurred due to the 2023 Federally Declared Winter Storm Disaster event. The assessment revealed accelerated pavement damage through severe potholing and cracking which was causing loose pavement debris endangering the traveling public. In addition, the pavement, its base, and subbase sections were subject to the substantial rainfall, causing material piping and reduced overall pavement durability further causing accelerated deterioration and damage. Caltrans' Maintenance tried to patch failed areas but are unable to keep up with the high rate of failure.

The scope of work includes mobilization, cold plane asphalt concrete pavement, HMA, RHMA, excavation, place PCC for approach slabs, shoulder backing, guardrail, striping, traffic control, and incidental work.

#### **Right of Way**

All staging and work occurred within Caltrans right of way.

#### **Consultation/Coordination**

Based on the scope of work, consultation or coordination was not required.

#### **Permits**

Based on the scope of work, regulatory permits were not required.