



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

Project Information

Project Name (if applicable): Alta CAPM Project

DIST-CO-RTE: 03-PLA-80

PM/PM: 33.00-44.90

EA: 03-0J410

Federal-Aid Project Number: 0319000281

Project Description

The project proposes to preserve and extend the service life of the roadway surface by improving existing fair and/or poor condition pavement to good condition utilizing Capital Preventative Maintenance (CAPM) strategies. The project proposes to restore the functionality and service life of existing drainage systems/culverts currently in fair and/or poor condition, and upgrade Transportation Management System (TMS) elements, sign, sign structures, luminaires, guardrails, and vegetation control to meet current standards. All work will take place within State Right Of Way.

Purpose

The purpose of this project is to preserve and extend the service life of the existing pavement and drainage systems and to improve the safety, operations, and mobility of freight and traveling public on I-80.

The project proposes to address existing pavement in poor and fair condition with Capital Preventive Maintenance (CAPM) strategies to extend the service life of the roadway. The project proposes to restore the functionality and extend the service life of drainage systems/culverts that are in poor and/or fair condition to prevent further damage to the roadbed that supports the pavement. The project proposes to extend the eastbound lane separation taper at the State Route 174/I-80 Separation (Bridge No. 19-0086) off-ramp. Lastly, the project proposes to upgrade signs, Transportation Management System elements, luminaires, and guardrails to current standards, safety, and operation.

Need

The proposed project is needed as the existing pavement is exhibiting major signs of distress and will continue to deteriorate without proper action. Drainage systems within the project limits have also been deteriorating and, if left unaddressed, will jeopardize the stability of the roadbed.

The volume of heavy freight traffic, indicated by 13.0% Design Hour Truck Percentage along with sustained steep grade, lead to substantial delays due to the slowdown of the trucks on the mainlines. At the same time, vehicles also slow down along the auxiliary lane to enter an off ramp. As the queue extends passed the length of the auxiliary lane onto Lane 2, the speed along the Lane 2 is further reduced. The consequential speed differential provides limited passing opportunities which induces speeding and reckless driving, which compromises the safety, operation, and mobility along this segment of the I-80 corridor.



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Traffic within the project limits experiences substantial delays caused by the slowdown of heavy truck traffic along the sustained steep grade. The theoretical achievable speed of the design truck (80,000 LB with 200 lb/HP) varies between 38 and 55 mph along PM 33.0/35.0 WB. Additionally, the vehicles slow down along the auxiliary lane to enter an off ramp. As the queue extends into Lane 2, the traffic in Lane 2 is further slowed down, especially along the two-lane segment. As a result of the speed differential, a faster-moving truck will move into Lane 1 to pass a slower-moving truck and the entire width of the travelled way will be occupied. These cause the traffic stream as a whole to slow down. The slowed down traffic reduces travel time reliability and increases delays, travels costs, and emissions.

Asset Management identified poor condition CMSs, CCTV, EMS, sign structures, sign panels, and vegetation control underneath the existing metal beam guard rail (MBGR) runs, which does not meet the MASH standards. Because these elements serve to ensure safety, operations, and mobility along the corridor, failure to address them properly will further compromise the safety, operations, and mobility.

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** Enter class. (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

Print Name	Signature	Date
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Project Manager

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)(22)
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

Erin Damm
Signature
Date 08/15/2024

Project Manager/ DLA Engineer

Sean Shaw
Signature
Date 08/15/2024

Date of Categorical Exclusion Checklist completion (if applicable): 8/15/2024
Date of Environmental Commitment Record or equivalent: 7/1/2024 (attached)



Continuation sheet:



Environmental Commitments Record (ECR)

DIST-CO-RTE: 03 - PLA - 080 **PM/PM:** 33.000/44.900

EA/Project ID: 03-0J410_ / 0319000281

Project Description: Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.

Date (Last modification): 7/1/2024

Environmental Planner:

Phone:

Construction Liaison: James Robertson

Phone: 916-803-3747

Resident Engineer:

Phone:

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
1600	California Department of Fish & Wildlife						
401	Regional Water Quality Control Board						
404 Nationwide Verification	US Army Corps of Engineers						

ENVIRONMENTAL COMMITMENTS

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	Generate SSPs for project contract			Bio	Generate SSPs					

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	Use Standard Special Provision (SSP) 14-1.02.Environmentally Sensitive Area		Yes							
Biology	Use Standard Special Provision (SSP) 14-6.03A.Species Protection		Yes							
Biology	Use Standard Special Provision (SSP) 14-6.03B.Bird Protection		Yes							
Biology	Use Standard Special Provision (SSP) 14-6.03D(1).Contractor Supplied Biologist		Yes							
Biology	Use Standard Special Provision (SSP) 14-6.03D(2).Natural Resources Protection Plan		Yes							



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Environmental Commitments Record for Alta CAPM

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	Use Standard Special Provision (SSP) 14-6.03D(3), Biological Resource Information Program		Yes							
Biology	Use Standard Special Provision (SSP) 14-6.05 INVASIVE SPECIES CONTROL		SSP							
Hazardous Waste	Comply with Standard Special Provision (SSP) 14-11.14. Treated Wood Waste	ISA	SSP	RE	Receipts submitted to RE as informal submittals					
Hazardous Waste	Comply with Standard Special Provision (SSP) 7-1.02K(6)(j)(ii) Earth Material Containing Lead	ISA	SSP	RE	Submit LCP to Safety Officer for review and acceptance					
Hazardous Waste	Comply with Standard Special Provision (SSP) 84-9.03B. Remove Traffic Stripes and Pavement Markings Containing Lead	ISA	SSP	RE						

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA







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Final Audit Report

2024-08-16

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