



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

**Project Information**

**Project Name:** State Route 4 and Interstate 5 HAR Signal Upgrades

**DIST-CO-RTE:** 10-SJ-4/I-5

**PM/PM:** Various

**EA:** 10-1L890

**Federal-Aid Project Number:** 1020000192

**Project Description**

The project would replace old signals at 12 locations on SR 4 and I-5 in the City of Stockton, improve signal systems to meet current standards, and construct Americans with Disabilities Act (ADA) compliant curb ramps.

**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**

Laura Cook		06/25/2024
Print Name	Signature	Date

**Project Manager**

Tarek Chowdhury		06/25/2024
Print Name	Signature	Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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)()

Activity 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

Laura Cook

Laura N. Cook

06/25/2024

Print Name

Signature

Date

Project Manager/ DLA Engineer

Tarek Chowdhury

[Signature]

06/25/2024

Print Name

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): 6/25/24

Date of Environmental Commitment Record or equivalent: 6/25/24



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### **Continuation sheet:**

### **Purpose and Need:**

The purpose of the project is to enhance the performance and reliability of signals on State Route (SR) 4 and Interstate 5 (I-5) in San Joaquin County. The existing signals in the project area are older than 25 years and are past their design life cycle.

### **Description of work:**

The project would replace old signals at 12 locations on SR 4 and I-5 in the City of Stockton, improve signal systems to meet current standards, and construct Americans with Disabilities Act (ADA) compliant curb ramps. These enhancements will occur at various locations on SR 4 from postmile (PM) 15.87 to 17.72 and on Interstate 5 (I-5) from PM 30.00 to 30.01 in San Joaquin County.

The project may also involve work off the paved roadway; trenches, grading, or other ground disturbance; drainage work or alterations; vegetation removal; removal of three trees; work on structures within or adjacent to Caltrans right-of-way; utility relocation; temporary construction easements; work in seasonally wet areas; and night work.

### **General:**

The project is Categorically Exempt under the California Environmental Quality Act and Categorically 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:**

Per the Air Quality Memo, dated April 17, 2024, this project is not expected to cause any operational effects on air pollutants. This project is also not greenhouse gas capacity increasing.

During construction, the proposed project will generate air pollutants. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. However, Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction.

### **Biology:**

Per the Biological Resources Evaluation Memo, dated April 18, 2024, the following significance determinations have been made:



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Due to the project area being outside the range of the special status plant species considered for environmental review, the lack of suitable habitat or habitat components in the project area, the lack of detection during recent Caltrans surveys or because the project would not harm individuals or alter the species' habitat, it is Caltrans' determination that the proposed project will have "no effect" on any:

- Federal Endangered Species Act (FESA)-listed, California Endangered Species Act (CESA)-listed plant species, California "rare" plant species, or plant species protected by the California Native Plant Protection Act considered for environmental review
- special status habitats or vegetation communities considered for environmental review
- FESA-listed or CESA-listed animal species, California species of concern, California Fully Protected Species, or CNDDDB tracked wildlife species considered for environmental review.

In addition, the project would not affect essential fish habitat since no wetlands or other non-wetland waters will be impacted. No Clean Water Act Section 404 permit or Section 401 Certification is required. No California Fish and Game Code Section 1600 agreement is required. No consultation under the FESA or CESA is required.

Preconstruction surveys would be required for western spadefoot toad and giant garter snake. In addition, for any work that is scheduled between February 1 and September 30, preconstruction surveys for nesting migratory birds or raptors would be performed by a qualified biologist 14 days before construction-related activities.

If nesting migratory bird nests, raptor nests, tricolored bird nests, giant garter snakes, or toads are detected during preconstruction surveys or during construction, species-specific no-work Environmental Sensitive Area buffers would be established until further notice from the biologist.

### **Cultural:**

Per the Cultural Screening Memo, dated June 18, 2024: Based on the project scope and the project area being heavily developed by highway and road construction, this project is assumed to have no affects to archaeological resources. As currently proposed, all work will remain within Caltrans established Right-of-Way. As currently proposed, there are no built environment resources that will be affected by the project.

As a result, this project has no potential to affect historic properties and no potential to affect historical resources, and is exempt from further review at this time, and Section 106, CEQA cultural resources component and PRC 5024 compliance are complete.



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### **Energy:**

Per the Energy Analysis Report, dated June 16, 2024, the potential direct and indirect impacts have been considered, and it is determined that the project would not result in significant impacts during construction or operation for wasteful, inefficient, or unnecessary consumption of energy. As the proposed project is a part of the SHOPP, it has been identified by Caltrans, and approved by the CTC, as necessary to preserve and protect the assets of the state highway system. It will not result in a wasteful, inefficient, or unnecessary consumption of energy.

Caltrans is required to meet an extensive array of requirements, as well as best management practices during construction to conserve, reuse and recycle materials and to require conservation practices during operation and construction activities, as overseen by agencies with regulatory oversight responsibility. These requirements can be found in detail in the 2024 Caltrans Standard Plans and Specifications.

### **Hazardous Waste:**

Per the Hazardous Waste Initial Site Assessment, dated June 24, 2024, there is potential to encounter non-hazardous concentrations of Aerially Deposited Lead (ADL) while working in unpaved areas within the project limits. The Caltrans Standard Special Provision, 7-1.02K(6)(j)(iii), which pertains to Earth Material Containing Lead, shall be added to the construction contract. A lead compliance plan prepared by a Certified Industrial Hygienist (CIH) is required.

### **Noise:**

Per the Noise Memo, dated June 13, 2024, the project would not introduce any potential for long-term traffic noise impacts under the requirements for a Type I or Type II traffic noise project under 23CFR772. Therefore, the project falls under the category of Type III noise projects. Type III projects do not require noise analysis, so no noise analysis has been conducted; however, during construction, the project would comply with Caltrans Standard Specification section 14-8.02 "Noise control" regarding construction noise.

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02. Furthermore, implementing the following measures would minimize the temporary noise impacts from construction:

- Do not exceed 86 dBA L<sub>max</sub> at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### **Paleontology:**

Per the Paleontology Memo, dated June 24, 2024, the project locations are in areas having low sensitivity for paleontological resources. In addition, the project locations are in highly disturbed urban areas. Given the location setting, scope of work, and low sensitivity rating the potential for encountering significant paleontological resources on this project is considered minimal.

### **Water:**

Per the Water Compliance Memo, dated June 18, 2024, this signal upgrade project is not expected to result in long-term water quality impacts on nearby surface water and groundwater. Short-term potential impacts to nearby surface and groundwater could occur due to accidental spills or poor management of handling hazardous materials, fuels, and other potential chemicals used during construction activities.

These activities should be anticipated and addressed in the Design and Construction phase of the project. To eliminate or minimize any potential impacts on the environment, appropriate Best Management Practices (BMPs) should be selected and implemented per the Project Planning and Design Guide. 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.

### **Visual:**

Per the Visual Memo, dated May 22, 2024: The project site is in an urban area and is not considered a scenic highway. However, there are existing landscape elements that may be impacted by the project. Ornamental landscape enhancements around Locations 3, 4, 5, and 6 may be impacted by construction activities. Any damaged or removed landscape assets by construction activities will need to be repaired, replaced and/or modified to prevent a loss of aesthetic value.

### **Environmental Justice:**

Per the Community Impacts Memo, dated June 2, 2024, the project would not result in significant population impacts or disproportionate impacts to minority or low-income groups, as it is limited to replacement of existing TMS facilities and reconstruction of ADA-compliant curb ramps within Caltrans right-of-way.