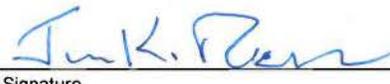
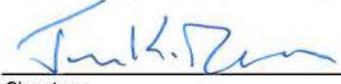


CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

03-SAC-50	7.700/9.500	03-1F150/0300001101	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)			
<p>Traffic on U.S. 50 has steadily increased over the last few decades. Monitoring of traffic conditions during peak commute periods has shown a steady increase in both duration and length of congestion on the corridor. Presently, congestion is experienced near the interchanges during peak periods. This project proposes to construct auxiliary lanes on westbound and eastbound United States Highway 50 in the County of Sacramento, within the City of Rancho Cordova, from Bradshaw Rd, postmile R7.7, to Mather Field Rd, postmile R9.5. This auxiliary lanes in this segment would improve merge/weave conditions, increase speeds and reduce congestion.</p>			
CALTRANS CEQA DETERMINATION (Check one)			
<input type="checkbox"/> Not Applicable – Caltrans is not the CEQA Lead Agency		<input type="checkbox"/> Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA	
Based on an examination of this proposal, supporting information, and the above statements, the project is:			
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)			
<input checked="" type="checkbox"/> Categorically Exempt. Class 1. (PRC 21084; 14 CCR 15300 et seq.)			
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:			
<ul style="list-style-type: none"> • If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law. • There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time. • There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. • This project does not damage a scenic resource within an officially designated state scenic highway. • This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List"). • This project does not cause a substantial adverse change in the significance of a historical resource. 			
<input type="checkbox"/> Exempt by General Rule. [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].)]			
William E. Larson Print Name: Senior Environmental Planner or Environmental Branch Chief  Signature		Jim K Rogers Print Name: Project Manager  Signature	
9/30/19 Date		9/30/19 Date	
NEPA COMPLIANCE			
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:			
<ul style="list-style-type: none"> • does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and • has considered unusual circumstances pursuant to 23 CFR 771.117(b). 			
CALTRANS NEPA DETERMINATION (Check one)			
<input checked="" type="checkbox"/> 23 USC 326: The State 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). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:			
<input checked="" type="checkbox"/> 23 CFR 771.117(c): activity (c)(26) <input type="checkbox"/> 23 CFR 771.117(d): activity (d)(___) <input type="checkbox"/> Activity ___ listed in Appendix A of the MOU between FHWA and the State			
<input type="checkbox"/> 23 USC 327: Based on an examination of this proposal and supporting information, the State 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.			
William E. Larson Print Name: Senior Environmental Planner or Environmental Branch Chief  Signature		Jim K Rogers Print Name: Project Manager/DLA Engineer  Signature	
9/30/19 Date		9/30/19 Date	

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet**

03-SAC-50	7.700/9.500	03-1F150/0300001101
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No. Federal-Aid Project No. (Local Project)/Project No.
Date of Categorical Exclusion Checklist completion:		Date of ECR or equivalent :

Continued from page 1:

Staging

- All staging would occur within the Caltrans right-of-way on existing pullouts.

Disposal/Borrow

- No borrow is required. There will be earthwork from ditch excavation that will be disposed of appropriately by the contractor.

Right-of-Way

- All work would occur within the Caltrans right-of-way.

Consultation/Coordination

- No consultation/coordination are needed.

Permits

- No permits are required.

Biology