



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

**Project Information**

**Project Name (if applicable):** Dunnigan 5 Rehab Project

**DIST-CO-RTE:** 03-YOL-005

**PM/PM:** 22.800/28.920

**EA:** 03-2J240

**Federal-Aid Project Number:** 0321000202

**Project Description**

The California Department of Transportation (Caltrans) proposes the Dunnigan 5 Rehab Project on Interstate-5 (I-5) between Post Miles (PMs) R22.8 and R28.92. The proposed work would be on I-5 in Yolo County from the Interstate 505/5 separation and extend north to before the Colusa County line. (please see page 3)

**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**

Erin Damm		01/21/2026
Print Name	Signature	Date

**Project Manager**

Katlin Ly-Lee	<i>Katlin Ly-Lee</i>	01/21/2026
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
Print Name
Signature
Date
01/21/2026

Project Manager/ DLA Engineer

Katlin Ly-Lee
Print Name
Signature
Date
01/21/2026

Date of Categorical Exclusion Checklist completion (if applicable): 11/17/2025
Date of Environmental Commitment Record or equivalent: 3/17/25



## **Continuation sheet:**

### **Project Description:**

The project proposes to grind and overlay existing pavement; rehabilitate/replace poor drainage condition systems; replace nonstandard/poor condition roadside signs, overhead sign panels, nonstandard guardrails, three beam barriers, bridge approach guardrails and crash cushions that do not meet current Manual for Assessing Safety Hardware (MASH) guidance; provide vegetation control under guardrails at selected locations.

### **Purpose**

The purpose of the project is to preserve and extend the service life of pavement and drainage systems, and to upgrade ancillary assets to meet current standards.

### **Need**

The existing pavement within the project area exhibits signs of distress. A total of 17.86 lane miles (71%) of existing flexible pavement is projected to be in fair condition by the construction year 2028, and the existing pavement is expected to deteriorate further in the absence of proper action. The Pavement Management System (PaveM) Survey Report projects that the existing pavement will be exhibiting a lane weighted average of 17.06% alligator B cracking for flexible pavement by the construction year 2028.

Culvert assessment indicates that multiple culvert systems are in poor condition, which jeopardizes the stability of the existing roadbed. Drainage systems in poor condition require rehabilitation or replacement to restore functionality.

Multiple roadside signs and overhead sign panels have been identified as requiring replacement to current standards. Striping of lanes and ramps are required to meet current standards.

### **Staging**

No staging is required.

### **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**

This project would be completed within the operational right-of-way.

### **Consultation/Agency Coordination**

Based on the proposed scope of work and due to the nature of the project, consultation and agency coordination are not required for this project.

### **Permits**

Based on the proposed scope of work, no regulatory permits are required.






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Final Audit Report

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