

2019048453

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: _____

From: (Public Agency) Caltrans, Dist. 02

1657 Riverside Drive, MS-30

Redding CA 96001

Project Title: North Canyon TMS Improvement

Project Applicant: California Department of Transportation

Project Location - Specific:

Mt. Bradley - I5 PM 66.8 in Shasta Co., Abrams Lake Rd. - I5 PM R13.2 in Siskiyou Co., Snowman Summit - SR 89 PM 29.3/30.8 in Siskiyou Co., and Pondosa Rd. - SR 89 PM 41.46/42.77 in Shasta Co,

Project Location - City: Various

Project Location - County: VAR

Description of Nature, Purpose and Beneficiaries of Project:

The project will aid in the improvement of traffic operations in Northern Shasta County to the Oregon border by upgrading the existing Traffic Management System. Improvements to the TMS would include the installation and construction of new Intelligent Transportation Systems (ITS) at four locations. The purpose of the project is to improve operations and reliability at the Transportation Management Center, and to facilitate accurate, timely, and reliable traveler information.

Name of Public Agency Approving Project: California Department of Transportation

Name of Person or Agency Carrying Out Project: California Department of Transportation

Exempt Status: (check one):

☐ Ministerial (Sec. 21080(b)(1); 15268);

☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));

☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

☒ Categorical Exemption. State type and section number: Class 1 (PRC 21084; 14 CCR 15300 et seq.)

☐ Statutory Exemption. State code number: _____

Reason why project is exempt:

The activity will not result in a significant effect upon the environment.

Lead Agency

Contact Person: Emiliano Pro

Area Code/Telephone/Extension: (530) 225-3174

If filed by applicant:

1. Attach certified document of exemption finding.

2. Has a Notice of Exemption been filed by the public agency approving the project?

☒ YES ☐ NO

Signature: [Signature] Date: 4/3/17 Title: Senior Environmental Planner

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.

Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____


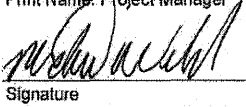

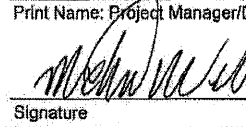
Governor's Office of Planning & Research

APR 23 2017

Revised 2011

STATE CLEARINGHOUSE

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

02-SHA,SIS-5,89	VAR	4G630	0214000030
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E./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>The California Department of Transportation (Caltrans), using both state and federal funds, is proposing a project to aid in the improvement of traffic operations in Northern Shasta County to the Oregon border by upgrading the existing Traffic Management System (TMS). The purpose of the project is to improve operations and reliability at the Transportation Management Center (TMC), and to facilitate accurate, timely, and reliable traveler information. The project is needed as the high-speed Field Element Network along the Interstate 5 (I-5) corridor currently ends to the north near Gibson in Shasta County. North of this location, connectivity to TMS field elements is limited to telecommunication services, which have been known to be unreliable in a crisis.</p> <p>Continued on page 2</p>			
CEQA COMPLIANCE (for State Projects only)			
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):			
<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. 			
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			
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.) Based on an examination of this proposal, supporting information, and the above statements, the project is:			
<input checked="" type="checkbox"/> Categorically Exempt. Class 1. (PRC 21084; 14 CCR 15300 et seq.)			
<input type="checkbox"/> Categorically Exempt. General Rule 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 (CCR 15061[b][3].)]			
Emiliano Pro		Michael Webb	
Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager	
			
Signature		Signature	
10-19-17		10/19/17	
Date		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)(21.)			
<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.			
Emiliano Pro		Michael Webb	
Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
			
Signature		Signature	
10-19-17		10/19/17	
Date		Date	
Date of Categorical Exclusion Checklist completion: 10/19/2017		Date of ECR or equivalent : 10/19/2017	

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Continued from page 1:

Improvements to the TMS would include the installation and construction of new Intelligent Transportation Systems (ITS) at four locations.

Location #1 – Mt. Bradley, 02-SIS-5-PM 2.8

At the Mt. Bradley location, a communication hub facility would be constructed and would include the following:

- Installation of a microwave dish steel lattice tower, communications shelter, and generator room. Minor tree/vegetation removal and ground disturbance would be required to construct the above ITS elements atop Mt. Bradley.
- Installation of a high voltage overhead power line to provide power to the communication hub facility. The overhead power line would be approximately 2.2 miles in length and would connect to a power source at the Dunsmuir High School, southeast of Mt. Bradley. Minor trenching atop Mt. Bradley would be required in order to run electrical conduit from the new power source to the new ITS elements. Placement of the overhead power line would require the construction of a utility corridor, which would include tree/vegetation removal and grading for access, placement of utility poles, and maintenance activities.

Location #2 – Abrams Lake Rd. Overcrossing, 02-SIS-5-PM R13.2

At the Abrams Lake Rd. location, a new TMS would be constructed and would include the following:

- Installation of a microwave dish steel lattice tower. Power would be supplied to the new ITS element by connecting to an existing on-site power source via newly placed underground electrical conduit.
- Construction of a paved maintenance vehicle pullout (MVP) adjacent to the westbound lane of Abrams Lake Rd. overcrossing to provide safe access to the microwave dish tower.
- Extension of the existing Metal Beam Guardrail (MBGR) to provide a barrier between the traveled way.
- The improvements at the Abrams Lake Rd. location would result in minor vegetation removal and ground disturbance.

Location #3 – Snowman Summit, 02-SIS-89-PM 29.2/30.8

Improvements at Snowman Summit would include upgrading the Road Weather Information System (RWIS) and Closed Circuit TV (CCTV) and would include the following construction activities:

- Installation of a microwave dish steel lattice tower and associated ITS elements, including pull boxes, equipment and battery cabinets, and a utility transformer, at postmile (PM) 30.6.
- Construction of a paved MVP to provide safe access to the above ITS elements. MBGR would be installed to provide a barrier between the traveled way.
- Removal and replacement of the existing equipment cabinet, pull boxes, and concrete pad at PM 29.3. The existing CCTV pole and foundation would be protected in place.
- Installation of a non-invasive pavement sensor (NIPS) tower and associated ITS elements. The out of pavement sensor tower would be located approximately 25 ft. to the northwest of the existing CCTV pole. Metal beam guardrail would be placed in front of the new NIPS tower.
- Removal and replacement of the existing demarcation cabinet at PM 29.3.
- Removal and replacement of the existing RWIS tower and associated ITS elements located near PM 29.4.
- Power would be supplied to the ITS elements by connecting to an existing power source located on the south side of SR 89 at PM 30.7 via newly placed underground electrical conduit.
- Installation of underground fiber optic cable to connect the ITS elements at PM 30.6 to the ITS elements at PM 29.3.
- Construction of the ITS elements at Snowman Summit would require minor tree/vegetation removal and ground disturbance.

Location #4 – Pondosa Rd., 02-SHA-89-PM 41.4/42.9

Improvements at the Pondosa Rd. location include the following:

- Construction of a paved MVP and installation of a RWIS and NIPS tower, and associated ITS elements adjacent to the eastbound lane of SR 89, at PM 42.0.
- Telecommunication services would be provided to the new ITS elements at PM 42.0 by connecting to an existing telephone service point located at Pondosa Rd, north of SR 89, at PM 42.8. Directional boring would be used to route the telecommunications services via underground conduit to the south under SR 89. The telecommunication services would then run adjacent to eastbound lane of SR 89 to the RWIS at PM 42.0.
- Construction of a paved MVP and installation of a pole mounted CCTV and associated ITS elements at PM 41.8.
- Electrical services would be provided to the ITS elements at PM 42.0 and 41.8 by connecting to an existing power source located at PM 41.6 via underground electrical conduit.
- Construction of the ITS elements at the Pondosa location would require minor tree/vegetation removal and ground disturbance.

Staging

Staging of construction equipment and materials would take place onsite, in upland areas within the project limits.

Disposal/Borrow

No on- and/or off-site disposal/borrow would be required.

Right-of-Way

Location #1 - In order to access the Mt. Bradley site for construction, operation, and maintenance of the communication hub facility, Caltrans would obtain a permanent easement from Rome Creek Timber LLC for use of an existing logging road. The logging road approaches the site from the southern side of Mt. Bradley and connects to Railroad Park Rd. which connects to Interstate 5. Minor improvements to the logging road may be required in order to provide access for construction vehicles and equipment. Additionally, Caltrans would obtain a special use permit from the US Forest Service for operation and maintenance of the Communications Equipment at the site. Pacific Power Corp would acquire a permanent easement from Rome Creek Timber LLC of 15 ft. on either side of the overhead power line for maintenance and operation of the overhead utilities.

Location #2 – All construction activities, including staging of equipment and materials would take place within state ROW.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation Sheet

02-SHA,SIS-5,89	VAR	4G630	0214000030
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Location #3 – A temporary construction easement may be acquired from adjacent landowners in order to accommodate staging activities.

Location #4 - Frontier Communications would require a 20 ft. wide permanent easement from adjacent landowners in to operate and maintain the telecommunications services.

Consultation/Coordination

Caltrans has performed a review of resource records and databases, consultation and coordination with applicable agencies and individuals, and field surveys of the project limits.

Permits

No regulatory permits are required

Governor's Office of Planning & Research

APR 23 2013

STATE CLEARINGHOUSE