NEPA/CEQA RE-VALIDATION FORM

DIST./CO./RTE.	02/SHA/5
PM/PM	R2.0/R12.2
E.A. or Fed-Aid Project No.	02-4C402
Other Project No. (specify)	02-4C403 and 02-4C404
PROJECT TITLE	Redding to Anderson Six Lane
ENVIRONMENTAL APPROVAL TYPE	Negative Declaration/Categorical Exclusion
DATE APPROVED	3/8/13
REASON FOR CONSULTATION (23 CFR 771.129)	*Check reason for consultation:* ☐ *Project proceeding to next major federal approval* ☒ *Change in scope, setting, effects, mitigation measures, requirements* ☐ *3-year timeline (EIS only)* ☐ ***N/A*** *(Re-Validation for CEQA only)*
DESCRIPTION OF CHANGED CONDITIONS	*Briefly describe the changed conditions or new information on page 2. Append continuation sheet(s) as necessary. Include a revised Environmental Commitments Record (ECR) when applicable.*

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: [*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]*

☐ **The original environmental document or CE remains valid. No further documentation will be prepared.**

☒ **The original environmental document or CE is in need of updating; further documentation has been prepared and ☒ is included on the continuation sheet(s) or ☐ is attached. With this additional documentation, the original ED or CE remains valid.**

Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☒

☐ **The original document or CE is no longer valid.**

Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☐

Supplemental environmental document is needed. Yes ☐ No ☐

New environmental document is needed. Yes ☐ No ☐ (If "Yes," specify type: _____)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

_____	12/18/15	_____	12.18.15
Signature: Environmental Branch Chief	Date	Signature: Project Manager/DLAE	Date

CEQA CONCLUSION : *(Only mandated for projects on the State Highway System.)*

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: *(Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)*

☐ **Original document remains valid. No further documentation is necessary.**

☒ **Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be ☐ prepared and is ☒ included on the continuation sheets or ☐ will be attached. It need not be circulated for public review. *(CEQA Guidelines, §15164)***

☐ **Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15163)***

☐ **Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15162)*** *(Specify type of subsequent document, e.g., Subsequent FEIR:)*

_____

☐ **The CE is no longer valid. New CE is needed. Yes ☐ No ☐**

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

_____	12/14/15	_____	12.18.15
Signature: Environmental Branch Chief	Date	Signature: Project Manager/DLAE	Date

CONTINUATION SHEET(S)

Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment

Though not a major scope change a number of design modifications have been proposed after the original environmental approvals which warranted documentation through revalidation. The structures carrying I-5 over the railroad at the southern end of the project limits are being redesigned to clear span the majority of the railroad right of way. New environmental study limits mapping was submitted and studied to include the redesigned structures, retaining walls, potential access roads, overhead signs, d minor ramp improvements, and associated work. The additional work would not cause any significant impacts to the environment or trigger any additional mitigation above what was described in the original environmental approvals.

The original environmental approvals described that the project construction could be phased. The original project which was all included in EA 02-4C402 has been split into two "child" EA projects numbered EA 02-4C403 (PM R9.2/R11.7) and EA 02-4C404 (PM R5.5/R9.7). This revalidation covers the entire limits of the original project even though it has now split into two new EAs.

With the additional analysis included in the project file, the original environmental approvals remain valid.

Changes in environmental setting, e.g., new development affecting traffic or air quality;

None.

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

None.

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

None.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

None.

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

None.

~~CATEGORICAL EXEMPTION~~/CATEGORICAL EXCLUSION DETERMINATION FORM

2-SHA-5	R3.8/R11.7	02-4C402	02-00020191
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project) /Project No.	EFIS Proj. No.

PROJECT DESCRIPTION: Interstate 5 Redding to Anderson 6-Lane CS

In Shasta County on Interstate 5, the California Department of Transportation proposes adding a third lane and shoulder in both the southbound (SB) and northbound (NB) directions from Anderson to Redding. Twelve foot paved travel lanes and ten foot shoulders are proposed to be added within the median of the existing roadway from post mile R4.3 to R11.2, closing a gap between existing six-lane freeway segments. Completion of the project would require clearing, grading, road widening, widening existing bridge and over/underpass structures, replacement of signs and electrical elements, disposal of excess earth material, and guardrail and drainage improvements as needed. (continued)

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- 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)

☐ **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:

☐ **Categorically Exempt. Class ____.** (PRC 21084; 14 CCR 15300 et seq.)

☐ **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])

A Negative Declaration was prepared for CEQA

Print Name: Environmental Branch Chief

Signature Date

A Negative Declaration was prepared for CEQA

Print Name: Project Manager/DLA Engineer

Signature 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:

- 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) (http://www.fhwa.dot.gov/hep/23cfr771.htm - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and40 CFR 93.126, 40 CFR 93.127, 40 CFR 93.128.

CALTRANS NEPA DETERMINATION (Check one)

☐ **23 USC 326:** 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 (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☐ **23 CFR 771.117(c): activity (c)(___)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

☒ **23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.

Amber Kelley

Print Name: Environmental Branch Chief

Amber Kelley 3-8-13

Signature Date

Phillip Baker, P.E.

Print Name: Project Manager/DLA Engineer

Phillip Baker 3-9-13

Signature Date

Date of Categorical Exclusion Checklist completion: 3/1/13 Date of ECR or equivalent: 3/1/13

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if 23 USC 327 project; §106 commitments; §4(f);

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

2-SHA-5	R3.8/R11.7	02-4C402	02-00020191
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project) /Project No.	EFIS Proj. No.

Continued from page 1:

A depressed median with cable barrier is proposed for the full length of the project. The median would vary in width from thirty six feet at the Deschutes under crossing to just north of the Sacramento River Bridge and widen to sixty feet for the remainder of the project limits. Stormwater retention in the median will be provided either through compost tilled into the soil or retention basins. Hydroseed would be applied to the median.

The project would include widening bridge structures over Anderson Creek and Tormey drain, widening overpass structures at the South Anderson overhead, and widening the under crossings at Deschutes Road, Balls Ferry Road and North Street. Bridges and over/underpass structures would be widened towards the median to accommodate the additional lane and shoulder. The structures would also receive seismic retrofitting of the existing columns. Crash walls would be constructed under the South Anderson overhead to protect new and existing columns.

At the Northbound Balls Ferry on-ramp, mainline will be shifted five feet towards the median to increase the ramp shoulder width at the Anderson Creek Bridge to meet current standards. The Sacramento River bridge would not require widening as it is currently wide enough to accomodate the proposed additonal lane and shoulder width.

The project would include a rubberized asphalt concrete overlay of the existing pavement and bridge decks. Guardrail, electrical and drainage systems would be modified as needed. Sign and lighting improvements are also proposed. Where applicable, existing median signs would be relocated to the outside shoulder. Intelligent Transportation System (ITS) Elements would need to be adjusted or relocated and additional ITS fiber cable will be pulled through existing conduit, terminating at an existing splice vault located at post mile R3.5.

The project may include grinding and replacing the structural section on two local streets underneath freeway bridge structures in order to improve vertical clearance. During construction, temporary staging would shift both lanes six feet towards the right shoulder, maintaining two lanes of through traffic in both directions of Interstate 5. The right shoulders would be reconstructed before implementing the temporary lane shift and the shoulder cross slope may be raised. Median widening would be performed behind k-rail.

The overall lane construction limits are from post mile R3.8 to post mile R11.7 which would allow for restriping at each end of the project. All work would be completed within the existing limits of the highway and right of way acquisition is not anticipated. The proposed work may be phased pending the availability of funding.

A Noise Study Report was prepared predicting an increase of up to 3 decibels for some site receptors with the build of the proposed project. A Noise Abatement Decision Report has been prepared for this project which determined there were no feasible and reasonable noise abatement features.

The following studies and coordination have been conducted to support this finding and are included the project file:

- Air Quality Assessment
- Biological Resources: Biological Assessment, Natural Environment Study, Informal consultation with National Marine Fisheries. (An Army Corps of Engineers 404 Nationwide permit, CA Dept of Fish and Wildlife 1600 permit and Regional Water Quality Control Board 401 Certification will be required.)
- Cultural Resources: Screened Undertaking Memo
- Floodplain Summary Encroachment Report
- Hazardous Materials Initial Site Assessment
- Noise Study Report
- Noise Abatement Decision Report
- Water Quality Assessment

Categorical Exclusion Checklist

Dist/Co/Rte/PM: 02/SHA/5/R3.8/R11.7	EFIS: 02-00020191	EA/ Project No.: 02-4C402

SECTION 1: TYPE OF CE: Use the information in this section to determine the applicable CE and corresponding activity for this project.

1. Project is a CE under CE Assignment 23 USC 326. ☐ Yes ☒ No

If "yes", check applicable activity in one of the three tables below (activity must be listed in 23 CFR 771.117 (c) or (d) list or included in activities listed in Appendix A of the CE Assignment MOU to be eligible for 23 USC 326).

Activity Listed in 23 CFR 771.117(c)			
1 ☐	Activities which do not involve or lead directly to construction	12 ☐	Improvements to existing rest areas and truck weigh stations.
2 ☐	Utility installations along or across a transportation facility	13 ☐	Ridesharing activities
3 ☐	Bicycle and pedestrian lanes, paths, and facilities	14 ☐	Bus and rail car rehabilitation
4 ☐	Activities included in the State's *highway safety plan* under 23 USC 402	15 ☐	Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons
5 ☐	Transfer of Federal lands pursuant to 23 USC 107(d) and/or 23 USC 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA	16 ☐	Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand
6 ☐	Installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction	17 ☐	Purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE
7 ☐	Landscaping	18 ☐	Track and rail bed maintenance and improvements when carried out within the existing right-of-way
8 ☐	Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur	19 ☐	Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site
9 ☐	Emergency repairs under 23 USC 125	20 ☐	Promulgation of rules, regulations, and directives
10 ☐	Acquisition of scenic easements	21 ☐	Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses
11 ☐	Determination of payback under 23 CFR part 480 for property previously acquired with Federal-aid participation		

Activity Listed in Examples in 23 CFR 771.117(d)			
1 ☐	Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing)	8 ☐	Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes, not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic
2 ☐	Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting	9 ☐	Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users

Categorical Exclusion Checklist (continued)

Dist/Co/Rte/PM: 02/SHA/5/R3.8/R11.7	EFIS: 02-00020191	EA/ Project No.: 02-4C402

3 ☐	Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings	10 ☐	Construction of bus transfer facilities when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic
4 ☐	Transportation corridor fringe parking facilities	11 ☐	Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community
5 ☐	Construction of new truck weigh stations or rest areas	12 ☐	Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed (i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others (ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project
6 ☐	Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts	13 ☐	Acquisition of pre-existing railroad right-of-way pursuant to 49 USC 5324(c). No project development on the acquired railroad right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed
7 ☐	Approvals for changes in access control		

Activity Listed in Appendix A of the CE Assignment MOU for State Assumption of Responsibilities for Categorical Exclusions

1 ☐	Construction, modification, or repair of storm water treatment devices, protection measures such as slope stabilization, and other erosion control measures	5 ☐	Routine seismic retrofit of facilities to meet current seismic standards and public health and safety standards without expansion of capacity
2 ☐	Replacement, modification, or repair of culverts or other drainage facilities	6 ☐	Air space leases that are subject to Subpart D, Part 710, Title 23, Code of Federal Regulations
3 ☐	Projects undertaken to assure the creation, maintenance, restoration, enhancement, or protection of habitat for fish, plants, or wildlife	7 ☐	Drilling of test bores/soil sampling to provide information for preliminary design and for environmental analyses and permitting purposes
4 ☐	Routine repair of facilities due to storm damage, including permanent repair to return the facility to operational condition that meets current standards of design and public health and safety without expanding capacity (e.g., slide repairs, construction or repair of retaining walls)		

2. Project is a CE for a highway project under NEPA Assignment 23 USC 327. ☒ Yes ☐ No

(Use only if project does not qualify under CE Assignment 23 USC 326 [activities not included in three previous lists above].)

Dist/Co/Rte/PM: 02/SHA/5/R3.8/R11.7	EFIS: 02-00020191	EA/ Project No.: 02-4C402

3. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action

All of the above unusual circumstances have been considered in conjunction with this project. (Please select one.)

☒ Checking this box certifies that **none of the above conditions apply** and that the project qualifies for a Categorical Exclusion remains.

☐ Checking this box certifies that unusual circumstances **are involved**, however, the appropriate studies/analysis have been completed and it has been determined that the CE classification is still appropriate.

SECTION 2: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements[1] prior to making the NEPA determination:

During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file.

Air Quality

☒ Air Quality Conformity Findings Checklist has been completed and project meets all applicable AQ requirements.

Cultural Resources

☒ No Section 106 Resources Impacted
☒ Section 106 compliance is complete
Finding: ☒ Screened Undertaking ☐ No Effect ☐ No Adverse Effect ☐ Adverse Effect/MOA

Noise

23 CFR 772
☒ Is this a Type 1 project? ☒ Yes; ☐ No (skip this section.)
☒ Future noise levels with project either approach or exceed NAC or result in a substantial increase
If yes, ☐ Abatement is reasonable and feasible ☒ Abatement is not reasonable or feasible

Waters, Wetlands

- Water Quality; Section 404 of the Clean Water Act
  Impacts to Waters of the US: ☒ Yes ☐ No
  If yes, approval anticipated:
  ☒ Nationwide Permit ☐ Individual Permit ☐ Regional General Permit ☐ Letter of Permission
- Section 401 of the Clean Water Act
  ☐ Exemption ☒ Certification
- Wetland Protection (Executive Order #11990)
  ☒ No wetland impact ☐ Only Practicable Alternative Finding is included in the CE attachment
  ☐ Only Practicable Alternative Finding is included in a separate document in the project file

[1] Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

Categorical Exclusion Checklist (continued)

Dist/Co/Rte/PM: 02/SHA/5/R3.8/R11.7	EFIS: 02-00020191	EA/ Project No.: 02-4C402

Floodplains

- Floodplains (Executive Order #11988)

☐ No Floodplain Encroachment ☐ No Significant Encroachment ☐ Significant Encroachment

Biology

☐ No Section 7 Needed

- Section 7 (Federal Endangered Species Act) Consultation Findings (Effect determination)

☐ No Effect ☒ Not Likely to Adversely Affect ☐ Likely to Adversely Affect

- Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):

☐ No Effect ☐ Adverse Effect ☒ No Adverse Effect

Section 4(f) Transportation Act (23 CFR 774)

- Section 4(f) regulation was considered as a part of the review for this project and a determination was made:

☒ Section 4(f) does not apply
(Project file includes documentation that property is not a Section 4(f) property, that project does not use a Section 4(f) property, or that the project meets the criteria for temporary occupancy.)

☐ Section 4(f) applies
☐ De Minimis
☐ Programmatic: Type _____ (List one of the five appropriate categories as defined in 23 CFR 774.3)
☐ Individual: ☐ Legal Sufficiency Review complete ☐ HQ Coordinator Review Complete

Section 6(f)—Was the above property purchased with grant funds from the Land and Water Conservation Fund?

☒ No, Section 6(f) does not apply. No additional documentation required.
☐ Yes ☐ Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.

Coastal Zone

Coastal Zone Management Act of 1972
☒ Not in Coastal Zone ☐ Qualifies for Exemptions ☐ Qualifies for Waiver ☐ Coastal Permit Required
☐ Consistent with Federal State and Local Coastal Plans ☐ Federal Consistency Determination

Relocation

☒ No Relocations
☐ Project involves ____ (#) relocations and will follow the provisions of the Uniform Relocation Act.

Hazardous Waste and Materials

- Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, CalEPA, County Environmental Health, etc) present? ☐ Yes ☐ No X *Unknown*
- If yes, is the nature and extent of the hazardous materials or contamination fully known? ☐ Yes ☒ No.

If no, briefly discuss the plan for securing information: A Preliminary Site Investigation should be conducted in order to determine levels of aerially deposited lead. A Site Investigation/Survey should be conducted on all of the bridges to determine NESHAP and CALOSHA requirements.

Categorical Exclusion Checklist (continued)

Dist/Co/Rte/PM: 02/SHA/5/R3.8/R11.7	EFIS: 02-00020191	EA/ Project No.: 02-4C402

SECTION 3: Certification

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations and Executive Orders.

Prepared by: Carolyn Sullivan

Title: Associate Environmental Planner

Signature: Carolyn Sullivan Date: 3/1/13

Transportation Air Quality Conformity Findings Checklist

Project Name:	Redding to Anderson 6-lane		
Dist-Co-Rte-PM:.	02/SHA/5/R3.8/R11.7	**EA:**	02-4C402
EFIS No.:	02-00020191		
Document Type:	☐ **23 USC 326 CE** ☒ **23 USC 327 CE** ☐ **EA** ☐ **EIS**		

Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM2.5, or PM10 per EPA's Green Book listing of non-attainment areas?

☒ If no, go to Step 16. **Transportation conformity does not apply to the project.**

☐ If yes, go to Step 2.

Step 2. Is the project exempt from conformity per 40 CFR 93.126 or 40 CFR 93.128

☐ If yes, go to Step 16. **The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128).** (check one box below and identify the project type, if applicable).

- ☐ 40 CFR 93.126 Project type: _____
- ☐ 40 CFR 93.128

☐ If no, **go** to Step 3.

Step 3. Is the project exempt from regional conformity per 40 CFR 93.127

☐ If yes, go to Step 8. **The project is exempt from regional conformity requirements (40 CFR 93.127)** (identify the project type). Project type: _____

☐ If no, go to Step 4.

Step 4. Is the project located in a region with a currently conforming RTP and TIP?

☐ If yes, t**he project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b])** Go to Step 8.

☐ If no and the project is located in an isolated rural area, go to Step 5.

☐ If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.

Step 5. For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?

☐ If yes, go to Step 6.

☐ If no, go to Step 8. **The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[l]).**

Step 6. Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?

☐ If yes, go to Step 8. **The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[l]).**

☐ If no, go to Step 7.

Step 7. The project, located in an isolated rural area, requires a separate regional emissions analysis.

☐ **Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[l] and 95.105).**[1] Go to Step 8.

Step 8. Is the project located in a CO nonattainment or maintenance area?

☐ If no, go to Step 9. **CO conformity analysis is not required.**

☐ If yes, **hot-spot analysis requirements for CO per the** CO Protocol (or per EPA's modeling guidance, CAL3QHCR can be used with EMFAC emission factors[2]) **have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)**[3]**.** Go to Step 9.

---

[1] The analysis must support this conclusion before going to the next step.

[2] Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach.

Step 9. Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area?

☐ If no, go to Step 13. **PM2.5/PM10 conformity analysis is not required.**

☐ If yes, go to Step 10.

Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's Transportation Conformity Guidance for PM 10 and PM 2.5?

☐ If no, **the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on** _____. Go to Step 12.

☐ If yes, go to Step 11.

Step 11. The project is a POAQC.

☐ **The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot-Spot Guidance. Interagency Consultation concurred with this determination on** _____. **Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards.** Go to Step 12.

Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures?

☐ If yes, **a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117).**

☐ If no, go to Step 13.

Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project's design concept and scope, been identified as a condition of the RTP or TIP conformity determination?
AND/OR

Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project's NEPA document?
AND

Step 13c (applies only if Step 13a and/or 13b are answered "yes"). Has a written commitment been made as part of the air quality analysis to implement the identified measures?

☐ If yes to 13a and/or 13b and 13c, **a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project's NEPA document and/or as conditions of the RTP or TIP conformity determination.[1] (40 CFR 93.125(a))**

☐ If no, go to Step 14

Step 14. Does the project qualify for Categorical Exclusion pursuant to 23 USC 326?

☐ If yes, then no FHWA involvement is required and Caltrans makes the conformity determination through its signature on the CE form. **An Air Quality Conformity Analysis (AQCA) is not needed.** Go to Step 16.

☐ If no, go to Step 15.

Step 15. Does the project required preparation of a Categorical Exclusion, EA, or EIS pursuant to 23 USC 327?

☐ If yes, then Caltrans submits a conformity determination to FHWA for FHWA's conformity determination. **An AQCA is needed.** See the AQCA Annotated Outline.

Date of FHWA air quality conformity determination: _____

Go to Step 16.

Step 16. STOP as all air quality conformity requirements have been met.

Signature: Carolyn Sullivan

Printed Name: Carolyn Sullivan **Date:** 3/1/2013

Title: Associate Environmental Planner

[3] As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

Redding to Anderson 6-Lane Project

Shasta County, California
District 2-SHA-5 (PM R3.8/R11.7)
Project ID: 0200020191 & 02-4C402

Initial Study with Negative Declaration

Caltrans

Prepared by the
State of California Department of Transportation

March 2013

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Carolyn Sullivan, 1031 Butte Street, Redding, CA 96001; (530) 225-2234 Voice, or use the California Relay Service TTY number, 1-800-735-2929.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH No. 2013012054
02-SHA-5 -PM 3.8/11.7
0200020191/ 02-4C402

On Interstate 5 In Shasta County, In And Near Anderson
From South Anderson Separation to 0.8 Mile North of Smith Road Overcrossing

INITIAL STUDY WITH NEGATIVE DECLARATION

Submitted Pursuant to: Division13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

Mar 8, 2013
Date of Approval

CINDY ANDERSON
Office Chief - North
North Region Environmental Services
California Department of Transportation

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH No. 2013012054
02-SHA-5 -PM 3.8/11.7
0200020191/ 024C402

Negative Declaration

Pursuant to: Division 13, California Public Resources Code

Project Description

The California Department of Transportation (Department) proposes a project on Interstate 5 in Shasta County which would add a third lane and paved shoulder in both the southbound (SB) and northbound (NB) directions from Anderson to Redding. New lanes are proposed within the median of the existing roadway from post mile R4.3 to R11.2, closing a gap between existing six-lane freeway segments. Completion of the project will require clearing, grading, road widening, bridge widening, overlay of the existing pavement and bridge decks, and guardrail, electrical, and drainage improvements as needed. ITS cable will be pulled through existing conduit to post mile R3.5. No right of way acquisition is anticipated. The overall construction limits are from post mile R3.8 to post mile R11.7, which will allow restriping at each end of the project.

Determination

The Department has prepared an Initial Study for this project, and following public review, has determined that the proposed project would not have significant effect on the environment for the following reasons:

- The proposed project would have no effect on aesthetics, agriculture and forest resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, population and housing, public services, recreation, transportation and traffic, and utilities.

- The proposed project would have a less than significant effect on air quality, biological resources, hydrology and water quality, and noise.

Cindy Anderson
Office Chief - North
North Region Environmental Services
California Department of Transportation

Mar. 8, 2013
Date

Proposed Project

Project Title
Redding to Anderson 6-Lane Project

Lead Agency Name, Address, and Contact Person
State of California, Department of Transportation
1031 Butte Street, MS-30
Redding, CA 96001

Amber Kelley
Caltrans Environmental Branch Chief
(530) 225-3510

Project Location
The proposed project is located on Interstate 5 between Redding and Anderson, from post mile R3.8-R11.7 [Figure 1]

Project Sponsor's Name and Address
State of California, Department of Transportation
District 2
1031 Butte Street
Redding, CA 96001

Introduction

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act.

Recent projects on Interstate 5 in the Redding and Anderson areas have added a third lane in each direction to the freeway segments with the highest volumes north of Woodland. The Department proposes to close the seven mile gap between existing six-lane freeway segments from Anderson to Redding on Interstate 5 (I-5).

The Shasta Regional Transportation Agency (SRTA), Caltrans, and other local agencies would like to connect existing six-lane segments on Interstate 5 and create a continuous fifteen mile segment of six-lane freeway. Traffic congestion is projected to increase if this seven mile segment remains as a four-lane freeway.

Past efforts to fund widening of mainline I-5 in Tehama and Shasta County included the "Fix Five Partnership" concept. That movement began in 2007 and ran through 2009, lead by the SRTA and the Tehama County Transportation Commission (TCTC), and had strong support from Caltrans with a mission of "Enhancing Capacity and Mobility Along the Interstate 5 Corridor." One component of the Fix Five program would have added fees to local development projects to provide funds for widening the freeway. The fee program was never approved for implementation by all the local agencies due to opposition. However, the effort resulted in the SRTA Board's commitment of all their Regional Transportation Improvement Program (RTIP) funds to the I-5 corridor, provided state or federal grants could provide matching funds. While the SRTA has entered into a cooperative agreement with Caltrans and provided funding for the project's environmental, design, and right of way phases, the project's construction funding has

not been programmed at this time. Construction funding is proposed to come from future State Transportation Improvement Program money or other special funding opportunities that may arise. The proposed work may be phased pending the availability of funding.

The project proponents include:

- Shasta Regional Transportation Agency
- City of Anderson
- Shasta County
- Caltrans

Need and Purpose

Efficient traffic operations on this portion of Interstate 5 are diminished by five existing interchanges that are in close proximity to each other. Interstate 5 was constructed in the mid-1960s and this section was designed with one full interchange and four partial interchanges located within three miles of each other. The conditions are further complicated by thirteen percent truck traffic and a rolling mainline profile which limits stopping sight distance at the South Anderson overhead. These factors combine to reduce the operational effectiveness of the existing four-lane freeway in the Anderson/Redding corridor. In addition, a major truck stop is adjacent to a sixth interchange at Knighton Road which adds significant numbers of merging big rig trucks that are longer and slower than other vehicles.

The area adjacent to the corridor has significant development potential that would only add to the existing traffic inefficiencies. Interregional traffic is projected to continue to grow over time. Without improvements to this seven mile segment, reasonable and efficient operations are projected to drop below the route design by 2030.

The purpose of the proposed project is to improve operations on Interstate 5 by reducing merging conflicts, reducing congestion, maintaining reasonable and efficient traffic operations in the future, and improving safety for users and workers.

Proposed Build Alternative

In Shasta County on Interstate 5, the California Department of Transportation proposes adding a third lane and shoulder in both the southbound (SB) and northbound (NB) directions from Anderson to Redding. Twelve foot travel lanes and ten foot shoulders are proposed to be added within the median of the existing roadway from post mile R4.3 to R11.2, closing a gap between the existing six-lane freeway segments. Completion of the project would require clearing, grading, road widening, widening existing bridge and over/underpass structures, replacement of signs and electrical elements, disposal of excess earth material, and guardrail and drainage improvements as needed. [Figure 2]

On December 20, 2011, Caltrans approved an internal document called a Project Study Report (PSR) to formally initiate the project development process. Project alternatives were developed based on preliminary traffic and engineering data, traffic and planning studies, and preliminary information concerning environmental resources. The PSR considered eleven variations, which were a

combination of project alternatives and design-build strategies. As part of the project scoping process, a Value Analysis Team was organized and completed a study of the project in December 2011. Caltrans defines Value Analysis as "the process used to improve the quality and reduce the cost of transportation projects and other Caltrans programs." The Value Analysis findings were incorporated into the Project Study Report with Alternative B, adding lanes in the median, being recommended as the best value. This alternative is being carried forward as the proposed build alternative.

The proposed build alternative includes adding new twelve foot travel lanes and ten foot paved shoulders in both the north bound and south bound directions in the median of the existing roadway from post mile R4.3 to R11.2.

A depressed median with cable barrier is proposed for the full length of the project. The median would vary in width from thirty six feet at the Deschutes under crossing to just north of the Sacramento River Bridge and widen to sixty feet for the remainder of the project limits. Compost would be tilled into the the median soil, or detention basins would be added providing stormwater retention in the median. Hydroseed would be applied to the median for erosion control and in order to maintain the current visual characteristic of the facility.

The project would require clearing, grading, and road widening. The project would include widening bridge structures over Anderson Creek and Tormey drain, widening overpass structures at the South Anderson overhead, and widening the under crossings at Deschutes Road, Balls Ferry Road and North Street. Bridges and over/underpass structures would be widened towards the median to accommodate the additional lane and shoulder. The structures would also receive seismic retrofitting of the existing columns. Crash walls would be constructed under the South Anderson overhead to protect new and existing columns.

At the Northbound Balls Ferry on-ramp, mainline will be shifted five feet towards the median to increase the ramp shoulder width at the Anderson Creek Bridge to meet current standards. The Sacramento River bridge would not require widening as it is currently wide enough to accomodate the proposed additonal lane and shoulder width.

The project would also include a rubberized asphalt concrete overlay of the existing pavement and bridge decks. Guardrail, electrical and drainage systems would be modified as needed. Sign and lighting improvements are also proposed. Where applicable, existing median signs would be relocated to the outside shoulder. Intelligent Transportation System (ITS) Elements would need to be adjusted or relocated. ITS cable will be pulled through existing conduit to post mile R3.5.

The project may include grinding and replacing the structural section on two local streets underneath freeway bridge structures in order to improve vertical clearance. During construction, temporary staging would shift both lanes six feet towards the right shoulder, maintaining two lanes of through traffic in both directions of Interstate 5. The right shoulders would be reconstructed before implementing the temporary lane shift and the shoulder cross slope will be raised from 5% to 2%. Median widening would be performed behind k-rail and a two foot shoulder would be provided for the inside travel lanes.

The overall construction limits are from post mile R3.8 to post mile R11.7 which would allow restriping at each end of the project. All work would be completed within the existing limits of the highway and right of way acquisition is not anticipated. The proposed work may be phased pending the availability of funding.

Benefits of adding new lanes in the median include:

- A standard, safe, and efficient project. Construction is simple and cost effective.
- Fewer impacts to traffic during construction, as the potential for extended ramp closures and detours is minimized. Most construction would take place behind temporary barriers in the median.
- Very strong support among transportation partners for this concept.
- Widening the six pairs of bridges is efficient when construction takes place in the median.
- Environmental clearance is simplified because most of the work is on ground that has already been shaped into the median.
- Adding lanes in the median simplifies design.
- Additional right of way is not anticipated.
- The structural section is not as thick for a new lane towards the median (left lane) since trucks typically travel in the right lane.

After comparing and weighing the benefits and impacts of the alternatives and accepting public comment, the Project Development Team has identified the Build Alternative as the preferred alternative.

No-Build Alternative

The Level of Service (LOS) for this segment of the Interstate 5 corridor is projected to be at a "D/E" rating level by 2030 if the proposed improvements are not completed. A LOS "D/E" means traffic would be subject to significant delays. Vehicles are closely spaced with little room to maneuver. Drivers must be more careful making lane changes. This would be restrictive, especially in areas where vehicles are merging such as the area between Deschutes Road and Riverside Avenue in Anderson and near Knighton Road, where there are slow moving trucks merging due to the adjacent truck stop. With congested conditions, total air pollutants produced by motor vehicles could be higher than they would be if the project is constructed.

Without a third lane, maintenance and construction activities that require lane closures would be limited to night work only (which is more expensive and can be more dangerous for workers) because daytime lane closures would cause immense delays. While this alternative wouldn't have any environmental impact, it also would not meet the purpose and need for the project.

Alternatives Considered but Eliminated From Further Discussion

While the internal scoping document for the project identified eleven different alternatives, plus a no build, those variations can be summarized in the following options:

a) add additional lanes and shoulders to the outside of the existing facility

b) add additional lanes and shoulders to the inside (median) of the existing facility

c) a combination of outside and inside widening.

The scoping document analyzed variations of the three options listed above in order to compare and contrast varying design and construction strategies. Variations included phasing the project construction into shorter segments or replacing bridges entirely instead of widening the existing structures. Adding lanes in the existing median was identified as the alternative with the best value and the least predicted environmental impacts.

Surrounding Land Uses, Setting and Zoning

The project is located in southern Shasta County and the land is in rolling to flat terrain. The southern project limits begin within the City of Anderson where the land is zoned for a mix of commercial and residential uses. The properties surrounding the project area are privately owned with the majority of the properties adjacent and surrounding I-5 being zoned limited agricultural, but area zoning also includes industrial, commercial, residential, and mixed uses. The majority of the project located between the cities of Anderson and Redding, and the northern limits of the project end south of the City limits of Redding.

Consistency with State, Regional, and Local Plans

Interstate 5 is part of the National Highway System, the Interregional Road System, and is designated as a high emphasis route in the 1998 Interregional Transportation Strategic Plan. High emphasis routes are classified as being the most critical interregional road system routes for interregional travel and the state as a whole.

The proposed project is listed in the 2010 Shasta County Regional Transportation Plan (RTP) which addresses the need to add lanes at this location. The project is also consistent with State transportation plans. The Transportation Concept Report (TCR), which is maintained by Caltrans and was updated in 2008, estimates future transportation needs on the state highway system. The proposed project is consistent with meeting those needs. The TCR states that the twenty year facility concept at this location is a six lane freeway. Therefore, the proposed project is consistent with State and Local transportation plans and programs.

Permits and Approvals

Agency	Permit/Approval	Requirement
California Department of Fish & Wildlife, Region 1	Stream/Lakebed Alteration Agreement [Section 1602 Fish and Game code]	Required for construction activities within the stream/riparian corridor. Permit to be obtained by Caltrans.
California Department of Fish & Wildlife, Region 1	Consistency Determination	Required due to potential effects upon listed species.
United States Army Corps of Engineers, Sacramento District	Department of the Army Permit [Section 404 of the Clean Water Act]	Required for construction activities in wetlands and within the ordinary high water elevation of the stream. Permit to be obtained by Caltrans.
Regional Water Quality Control Board, Central Valley Region	Water Quality Certification [Section 401 of the Clean Water Act]	Pre-requisite for Army Corps permit. Water Quality Certification to be obtained by Caltrans.
Regional Water Quality Control Board, Central Valley Region	Dewatering permit [National Pollutant Discharge Elimination System]	A dewatering permit may be necessary for diverting the stream and dewatering the work area. Permit to be obtained by contractor.
NOAA Fisheries	Letter of Concurrence - Informal Section 7 consultation for threatened and endangered species (Central Valley steelhead and Sacramento River Winter-run Chinook salmon)	Required due to work required within potential salmonid habitat. Coordination conducted by Caltrans.

List of Figures, Tables, and Attachments

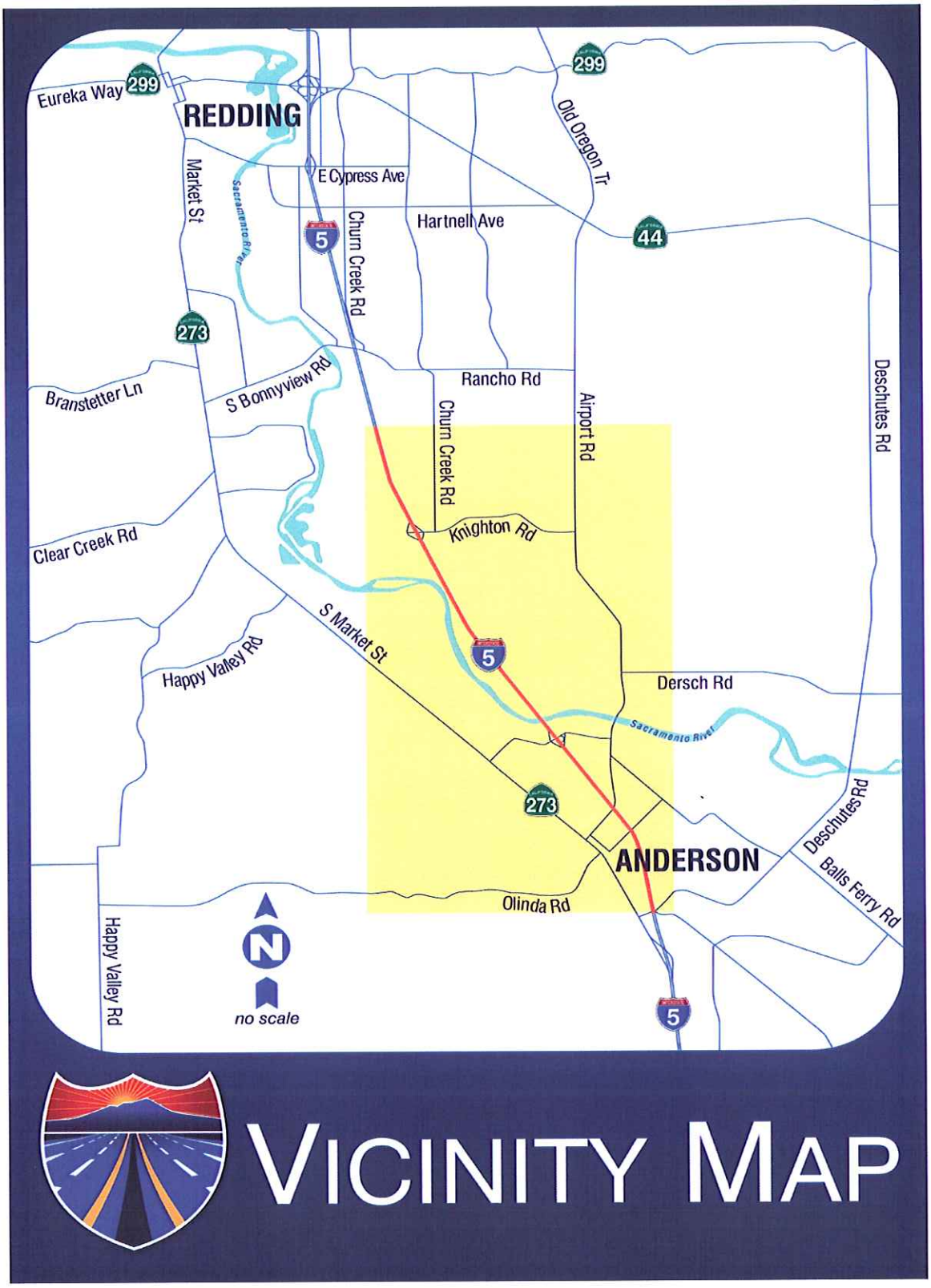


Figure 1. Interstate 5 Redding to Anderson 6 Lane Project Vicinity Map

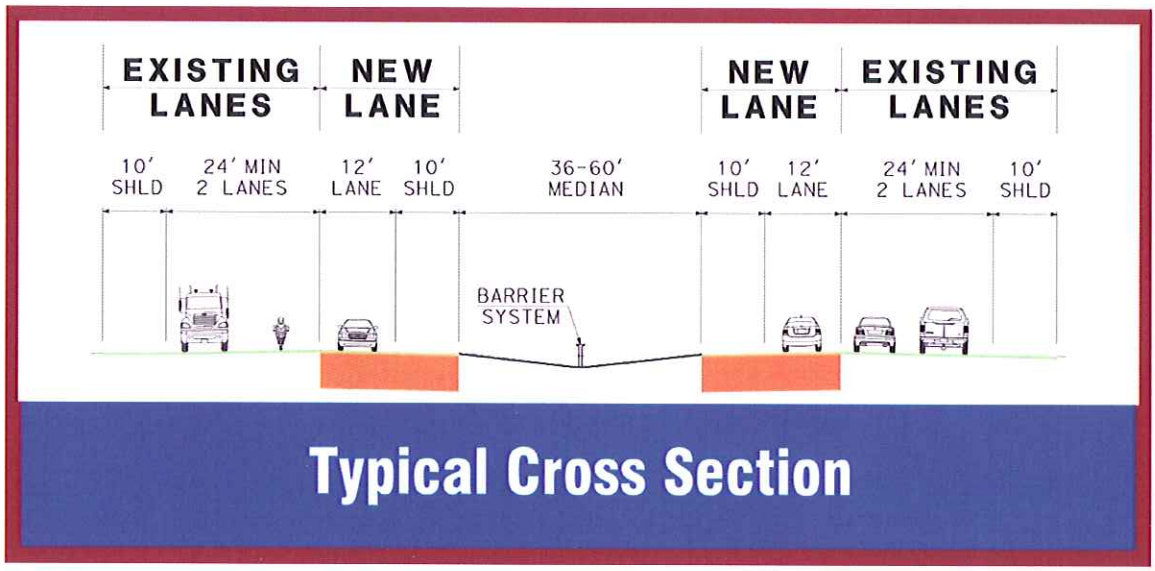


Figure 2. Typical Cross Section of proposed improvements

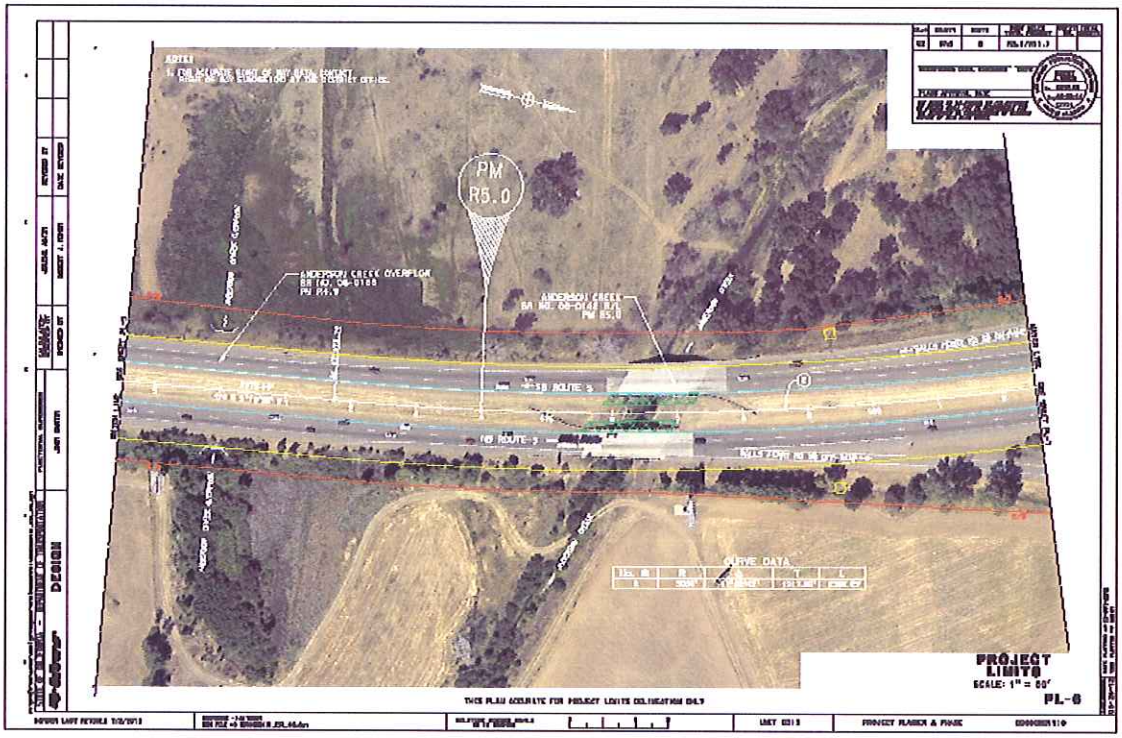


Figure 3. Environmental Study Limits Typical Section

CEQA Environmental Checklist

02/SHA/5	3.8/11.7	02-4C402
Dist.-Co.-Rte.	P.M/P.M.	E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included in the section following the checklist. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	An assessment of the greenhouse gas emissions and climate change is included in the section following the checklist. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the section following the checklist.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion of Environmental Impacts

Expanded discussion is included for checklist questions answered Less than Significant Impact. Clarifying discussion *may* be included for checklist questions answered No Impact.

Air Quality

An Air Quality Report was completed for this project in November 2012. The report concluded that air pollutant emissions associated with the proposed project would occur over the short term from construction activity such as dust from grading or site preparation and equipment exhaust. Long term emissions would improve from the enhanced traffic flow that the lane additions would provide.

The objective of the proposed project is to decrease traffic congestion. The proposed project is not expected to generate any additional traffic. Regional traffic trips would remain at the rate they are projected with the no build alternative. The proposed project would improve traffic movement in the project vicinity, thereby lowering the total pollutants emitted by motor vehicles. Therefore, no new long term regional emissions would result from implementation of the proposed project.

Construction related effects on air quality from most highway projects are greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily generate particulate matter. Caltrans' Standard Specifications (Section 10) pertaining to dust minimization requirements requires use of water or dust reducing compounds and would reduce potential fugitive dust emissions during construction. Additionally, the Shasta Air Pollution Control District has established construction control measures for reducing fugitive dust emissions. With the implementation of standard construction measures such as frequent watering (e.g. minimum twice per day), fugitive dust emissions from construction activities would not result in adverse air quality impacts.

Based on *Guidelines for the Implementation of California Environmental Quality Act*, Appendix G, Public Resource Code (PRC) Sections 15000-15387, a project would normally be considered to have a significant effect on air quality if the project would violate any ambient air quality standards, contribute substantially to an existing air quality violation, expose sensitive receptors to substantial pollutants concentrations, or conflict with adopted environmental plans and goals of the community in which it is located. The project would not lead to violation of ambient air quality standards, contribute substantially to an existing air quality violation, expose sensitive receptors to substantial pollutants concentrations, or conflict with adopted environmental plans and goals of the community in which it is located. Therefore, the proposed project would have a less than significant impact on air quality.

Biology

The information in this section is based on the Natural Environment Study and Biological Assessment for Potential Impacts to Anderson Creek prepared for the project. Efforts completed for the biological study included field surveys, research, and coordination with regulatory agencies and professional contacts. The proposed project would be

completed within the existing center median area which would allow for expansion of Interstate 5 without creating a larger overall footprint of the interstate. Although the Sacramento River is located within the project limits, the existing bridge is currently wide enough to accommodate the additional lanes in the median. The only bridge work would be an asphalt overlay of the lane surface. This greatly minimizes any potential impacts to natural resources. Work within the project limits would include widening the two existing bridge structures over Anderson Creek. This work would require the permits and consultation outlined below.

Permits and approvals

- U.S. Army Corps of Engineers, Clean Water Act Section 404 Permit
- California Regional Water Quality Control Board, Clean Water Act Section 401 Permit
- Central Valley RWQCB Construction Dewatering Permit may be required
- CA Water Resources Control Board, Division of Water Quality, Order 2009-0009-Construction Activities General Storm Water Permit (CGP)
- California Department of Fish and Wildlife, Section 1600 Streambed Alteration Agreement
- National Marine Fisheries Service, Letter of concurrence for threatened and endangered species (Central Valley steelhead and Sacramento River Winter-run Chinook salmon)

Existing Setting

The project construction area is almost entirely within the existing Interstate 5 roadway in the median between the north and south bound lanes. The median is sparsely vegetated with annual grasses and occasional trees and shrubs. The project crosses the Sacramento River and the riparian corridor associated with the river, but no impacts would occur to either of these resources. The project area also crosses Anderson Creek, a perennial stream which is a tributary to the Sacramento River.

Caltrans is required to avoid impacting to protected fish species which could be present in Anderson Creek. This would be accomplished by implementing work windows and BMPs negotiated as part of the consultation process with the National Marine Fisheries Service (NOAA). A Biological Assessment (BA) was prepared in accordance with Section 7 of the Federal Endangered Species Act to address potential effects to listed salmonids. On February 26, 2013, NOAA National Marine Fisheries Service issued a letter of concurrence that the project may affect, but is not likely to adversely affect endangered Sacramento River winter-run Chinook salmon or threatened Central Valley steelhead.

Anderson Creek supports protected anadromous fish habitat near the confluence with the Sacramento River, which is approximately seven miles from the project location. Habitat for protected fish species does not occur within the project construction limits. The water in Anderson creek is too shallow and the temperatures are too high to support either Chinook salmon or Steelhead during the summer months when construction activities are expected to occur. The creek is home to warm water species such as minnows and no special status species were found during biological surveys. Impacts would be minor and will only include the addition of footings to support the bridge and temporary construction impacts to riparian habitat.

At Anderson Creek, bridge widening would impact a section of riparian vegetation between the two existing bridge structures. The existing vegetation is sparse, low quality, consisting of willows and non-native Tree of Heaven. The project is anticipated to impact less than 1/10 of an acre of vegetation. The project design includes replacement of this riparian vegetation at a 1:1 ratio. Bridge pier installation would require the fill of Waters of the U.S. The project is anticipated to impact less than 0.01 acres of Other Waters of the U.S. The project would have a less than significant effect to riparian vegetation and Waters of the U.S.

Greenhouse Gas Emissions

Climate Change (CEQA)

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation (see Climate Action Program at Caltrans (December 2006), Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006. This document can be found at: http://www.dot.ca.gov/docs/ClimateReport.pdf

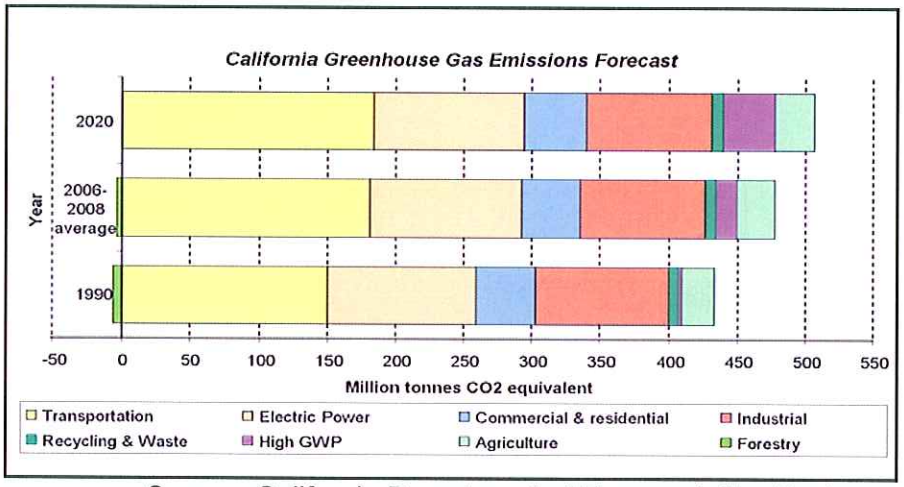
Project Analysis

According to *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG.[1] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines Sections 15064(h)(1) and 15130. To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

---

[1] This approach is supported by the AEP: Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents (March 5, 2007), as well as the SCAQMD (Chapter 6: The CEQA Guide, April 2011) and the U.S. Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Figure 4: California GHG Inventory Forecast



Source: California Department of Transportation Environmental Impact Report/Environmental Impact Statement Annotated Outline, July 2011.

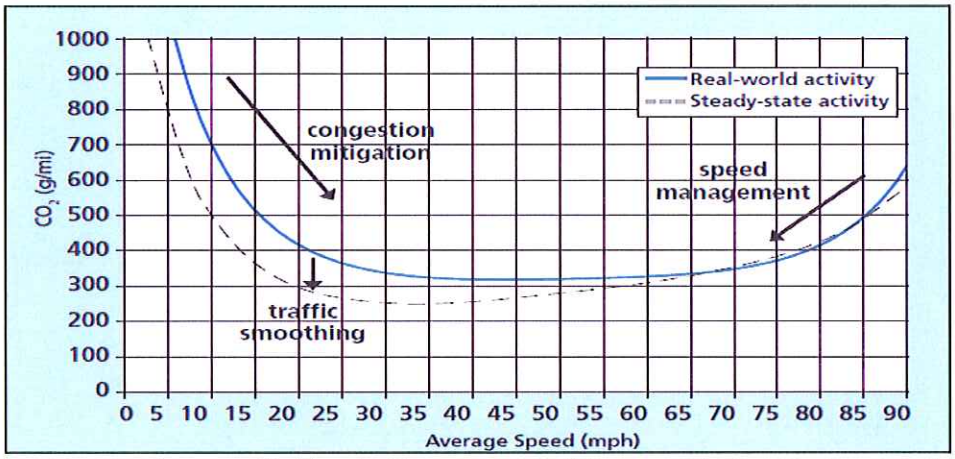
Taken from: http://www.arb.ca.gov/cc/inventory/data/forecast.htm

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006 (see Climate Action Program at Caltrans, December 2006).[2]

One of the main strategies in Caltrans' Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of CO_2 from mobile sources, such as automobiles, occur at stop-and-go speeds (0–25 mph) and speeds over 55 mph; the most severe emissions occur from 0–25 mph (see Figure 4 below).

[2] Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

Figure 5: Possible Effect of Traffic Operation Strategies in Reducing On-Road CO_2 Emission[3]



Source: California Department of Transportation Environmental Impact Report/Environmental Impact Statement Annotated Outline, July 2011.

Interstate 5 is a crucial freight movement corridor, servicing local, regional, interregional, and international goods movement. There are no viable alternatives for north/south goods movement in California north of Red Bluff. It is in the regional, state, and national interest to prevent I-5 from becoming congested. Caltrans, Shasta County, Redding, Anderson, Shasta Lake, and Redding Area Bus Authority (RABA) have a combined investment in the County's transportation system. The Shasta County Travel Demand Model is the primary tool available to address Transportation System Management (TSM). The Shasta County Travel Demand Model was used to project the portion of Interstate 5 that runs through the Anderson and Redding area to have a Level of Service D/E for most of its length by the year 2020 if the proposed project is not constructed.

It is projected that vehicle miles traveled will increase in Shasta County in the long term. Despite technological improvements in vehicle emission rates, this will likely result in continued violation of state ozone standards and future violation of new and more stringent federal ozone standards. As a state designated nonattainment area for ozone and PM10, Shasta County is faced with a state mandated emission reduction program. Nonattainment of the existing one hour federal air quality standard for ozone is also possible during any year, especially given local atmospheric conditions. Out of county traffic on Interstate 5 and state highways is projected to increase, adding to local air quality problems. If air quality cannot be maintained within Shasta County, growth may be substantially curtailed by both regulation and a lack of general appeal to new residents. Efforts will be necessary to reduce transportation related GHG emissions. The 2010 Regional Transportation Plan for Shasta County focused on Short-Range (2010 – 2020) and Long-Range (2020 – 2030) goals to address air quality issues. The Goal in Shasta County is to reduce harmful air emissions and maintain a level that meets or is better than the minimum state and federal health standards and identify projects to optimize traffic control, traffic signal performance, reduce traffic congestion,

---

[3] Traffic Congestion and Greenhouse Gases: Matthew Barth and Kanok Boriboonsomsin (TR News 268 May-June 2010) <http://onlinepubs.trb.org//trnews/trnews268.pdf>

and improve air quality. The proposed project would reduce traffic congestion and maintain Level of Service.

Construction Emissions

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. Even though the project is not anticipated to increase operational GHG emissions, the proposed project would generate some GHG emissions during construction.

CEQA Conclusion

While construction would result in a slight increase in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. While it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governor's Executive Orders and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a $222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including $100.7 billion in transportation funding during the next decade. As shown on the figure below, the Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

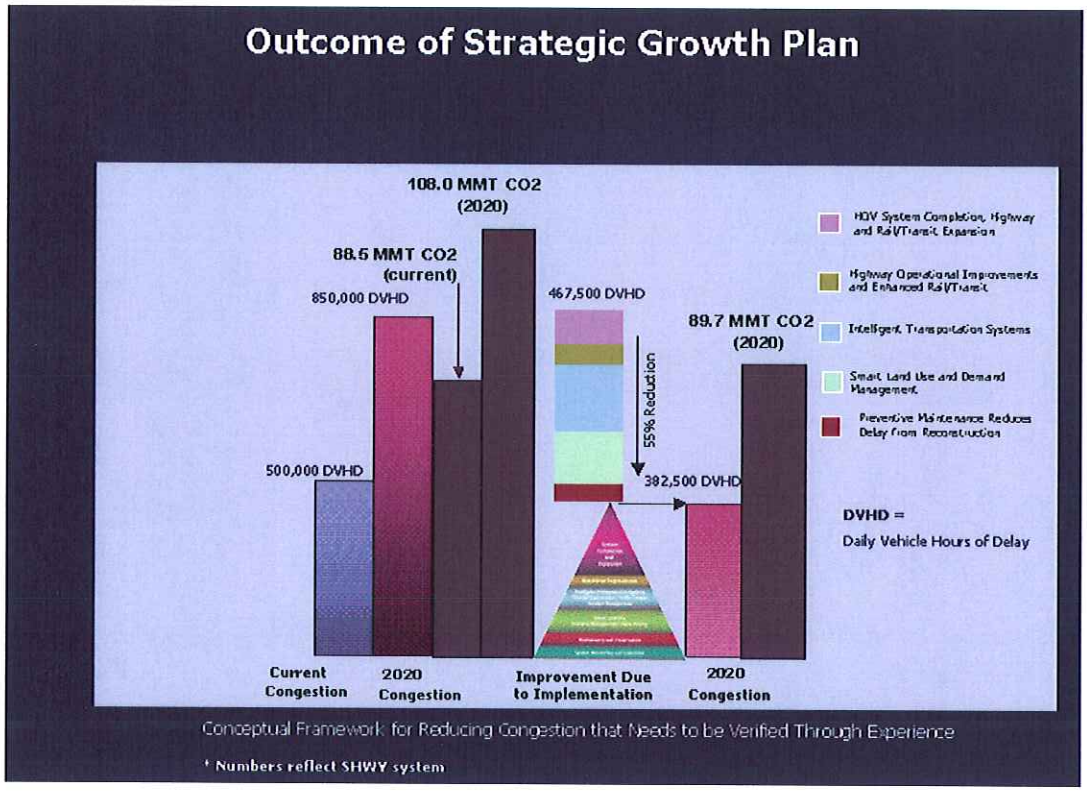


Figure 6: Conceptual Framework for Reducing Congestion

As part of the Climate Action Program at Caltrans (December 2006, http://www.dot.ca.gov/docs/ClimateReport.pdf), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by EPA and CARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the UC Davis.

Adaptation Strategies:

"Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require

that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Climate change adaption must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

Executive Order S-13-08 (signed by Former Governor Sshwarzenegger in November 2008) directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system and economy of the state. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Prior to the release of the final *Sea Level Rise Assessment Report* (due to be released in December 2010 from the National Academy of Sciences), all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. However, all projects that have filed a Notice of Preparation, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. (Executive Order S-13-08 allows some exceptions to this planning requirement.) This proposed project was programmed for construction funding in 2010, it is exempt at this time from the requirements to analyze the impacts of sea level rise as directed in Executive order S-13-08.

Currently, the Department is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, the Department has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, the Department will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

Hydrology and Water Quality

Receiving waters within the project's limits are Anderson Creek and the Sacramento River. They are both included in the Clean Water Act Section 303(d) impaired water bodies list. Construction activities could trigger short-term impacts to receiving waters. These activities include grading in the median, drainage facility upgrades, use of heavy equipment, chemicals associated with paving and concrete work, and discharge of earthen material. Approximately 52,000 cubic yards of soil would be excavated as part of the project. Optional disposal sites have been identified for the contractor's use. Potential short-term water quality impacts include: sediment discharges, increased turbidity in receiving waters, removing riparian vegetation, groundwater dewatering, and

accidental fuel and lubricant leaks from heavy equipment. In order to comply with the Construction General Permit (CGP), the contractor would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify construction activities that may cause discharges of pollutants or waste into waters of the United States or waters of the State, as well as measures to control these pollutants. The SWPPP would be prepared by the construction contractor and is subject to Caltrans' review and approval.

Potential long-term impacts could include filling jurisdictional waters, vegetation removal, increasing the amount of impervious surface, downstream impacts, roadway pollutants, erosion, and sedimentation. Multiple measures would be implemented to prevent or reduce sediment discharges and increased receiving water turbidity. Compost would be tilled into the median soil, providing storm water detention in the median. Hydroseed would be applied to the median for erosion control. Existing sheet-flow patterns would be perpetuated wherever possible. In most locations, storm water runoff would flow to flat vegetated areas and soil infiltration would decrease the flows before they reach surface waters. Re-vegetation would include erosion control application, replanting the median, and riparian planting.

The project includes widening the Anderson Creek bridges. Dewatering groundwater may be required when installing the bridge piers at the Anderson Creek Bridge. Groundwater that has been contaminated with cement or chemical related products cannot be discharged to either land or receiving waters. This material would be contained and disposed of at an approved location.

Implementing construction site Best Management Practices (BMPs) would significantly reduce or eliminate storm water pollution. An erosion control and sediment transport BMP combination would be implemented to address potential sediment and turbidity discharges during construction. These include applying disturbed ground protection products (bonded fiber matrix, straw mulch, plastic sheeting) to prevent erosion, and linear barriers (check dams, fiber rolls, silt fence, gravel berms) for reducing sediment transport. Construction site management provisions would address chemical pollution source control. The California Regional Water Quality Control Board general permit would require inspections and water quality sampling. The inspections and monitoring would help evaluate any BMP deficiencies.

Permanent measures coupled with effective construction BMP implementation would address the potential short-term and long-term impacts from this project. The project will have a less than significant impact on water quality.

Noise Analysis

A Noise Study Report was completed for this project in December 2012 which included research of land uses, measuring existing noise levels at a number of locations in the project study area, modeling existing noise levels in areas that could not be measured due to restrictions during field measurements (e.g. such as barking dogs, receiver exposure limitations), and modeling future noise levels to predict what noise levels would be if the project is constructed. When determining whether a noise impact is significant under the California Environmental Quality Act, a comparison is made between the existing noise level (baseline) and the Build Alternative noise levels. The California

Environmental Quality Act noise analysis is independent of the National Environmental Policy Act noise analysis, which is centered on noise abatement criteria. Under the California Environmental Quality Act, the assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. The following are key considerations: the uniqueness of the setting, the sensitive nature of the noise receptor(s), the magnitude of the noise increase, the number of residences affected, and the project noise level. If a proposed project is determined to have a significant noise impact under the California Environmental Quality Act, the Act dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

The study area includes urban residential and commercial as well as small scale agricultural uses with existing noise levels ranging from 59 to 74 decibels. The main source of noise is the existing Interstate 5. Much of the project corridor is currently undeveloped. Pockets of residential development occur throughout the project corridor with some existing residential neighborhoods located adjacent to the existing Interstate right of way. The following sensitive land uses are generally areas where lower noise levels are expected and considered beneficial: residences, schools, hotels, churches, and libraries. Sensitive receptors within the study corridor include residential neighborhoods and hotels.

Under controlled conditions, the trained healthy human ear is able to discern a one decibel change in noise levels. In typical noisy environments, a change in noise levels of one to two decibels is generally not perceptible. It is generally accepted that people are able to begin to detect sound level increases of three decibels in typical noisy environments and that a five decibel increase is perceived as a distinctly noticeable increase. A ten decibel increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy, such as doubling the volume of traffic on a highway that would result in a three decibel increase in sound would generally be perceived as barely detectable. The general consideration for a community noise environment would be that a change in noise levels over five decibels would be a noticeable change and a change of less than three decibels would not be noticeable.

Table A compares the predicted Design Year (2030) traffic noise levels to existing noise levels at twenty four sites measured and modeled in the Noise Study Report. Noise levels under the Build Alternative are predicted to remain the same for three site receivers and to increase between one and three decibels for twenty one site receivers.

Table A: Noise Impact Comparison

Receptor ID	Area/Land Use Activity	Existing Noise Levels (dBA)	Predicted Design Year (2030) Noise Levels with Build Alternative (dBA)	Predicted Increase in Noise Levels (dBA) with project
R-37	Hotel	72	74	2
R-39	Pasture	72	74	2
R-35	Commercial	67	69	2
R-42	Commercial	64	66	2
R-45	Retail Facility	70	71	1
R-43	Vet Hospital	70	70	0
R-29	Residential	61	63	2
R-46	Hotel	59	61	2
R-3	Office Spaces	74	76	2
R-27	Residential	61	63	2
R-8	Commercial	71	73	2
R-6	Residential	70	71	1
R-12	Residential	69	70	1
R-15	Residential	67	69	2
R-19	Residential	71	72	1
R-14	Residential	71	72	1
R-16	Residential	65	68	3
R-20	Residential	70	72	2
R-31	Commercial	71	73	2
R-22	Residential	68	68	0
R-24	Residential	68	68	0
R-4	Residential	71	72	2
R-28	Commercial	59	60	1
R-10	Pasture	72	74	2

The proposed build alternative which adds lanes in the median moves traffic farther away from receptors. The increase in noise would be the result of future increases in traffic levels. Future traffic increases and the resulting increase in noise levels would occur gradually over a period of about twenty years. Traffic levels are predicted to increase at the same levels with or without completion of the project. The noise study included an evaluation of the feasibility and reasonableness of sound walls. None of the locations studied are projected to have significant increases in noise levels under CEQA as a result of this project and sound walls are not required as mitigation.

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans Standard Specifications Section 7-1.01I "Sound Control Requirements," which states that noise levels generated during construction shall comply with applicable local, state, and federal regulations, and that all equipment shall be fitted with adequate mufflers according to the manufacturers' specifications. Construction noise would be short-term, intermittent, and overshadowed by local traffic

noise. Because construction would be conducted following Caltrans' Standard Specifications, no adverse noise impacts from construction are anticipated.

The proposed project is not considered to have a significant effect under the California Environmental Quality Act for the following reasons: increase in noise levels would occur over an approximate twenty year timeframe, traffic increases are anticipated at the same levels with either the Build or No Build Alternatives, increased noise levels are not predicted to be high enough that they would be considered noticeable at the majority of survey locations.

Transportation/Traffic

In Shasta County, Interstate 5 is currently six-lanes from Cottonwood to the interchange with highway 299 in Redding, with the exception of the seven mile portion included in the proposed project. Recent projects, including the Cottonwood Hills project completed in 2011 and the South Redding 6-Lane project completed in 2012, have widened the roadway to six-lanes in those sections. Interregional traffic is projected to continue to grow over time. Without the proposed improvements to this seven mile section, reasonable and efficient operations are projected to drop below the route design by 2030. Table B lists the existing freeway features in the project vicinity.

Table B: Existing Freeway Features

			Begin Post Mile	End Post Mile	Length (miles)	Median Width* (Feet)	Segment	Comments
Total length of 15.2 miles	6-Lane freeway 3.00 miles		1.30	R4.30	3.00	36 - 60	Cottonwood Hill EA 02-37100	6-lane completed in 2011
	4-Lane freeway 3.95 miles	Redding to Anderson 6 Lane Project 7 miles	R4.30	R8.25	3.95	60	Includes elevated portion through Anderson	Proposed Redding to Anderson 6 Lane project connects the existing 6-lane freeway segments on each end
	4-Lane freeway 0.15 miles		R8.25	R8.40	0.15	60 - 84	Transition to wider median	
	4-Lane freeway 2.80 miles		R8.40	R11.20	2.80	84		
	6-Lane freeway 5.30 miles		R11.20	R16.50	5.30	60	South Redding 6-Lane EA 02-4C4014	6-lane completed in 2012

*Median width is expressed as the dimension between inside edges of traveled way, including the inside shoulder (in other words, "yellow stripe to yellow stripe").

15.2 Total Miles

At the southern portion of the proposed project, I-5 includes five existing interchanges that are in close proximity to each other. Those five interchanges are located at Deschutes Road, Balls Ferry Road, North Street, and Riverside Avenue. The conditions are complicated by thirteen percent truck traffic and a rolling mainline profile which limits sight distance at on and off ramps. These factors combine to reduce the operational effectiveness of the existing four lane freeway in the Anderson/Redding corridor. A major truck stop is adjacent to a sixth interchange at Knighton Road which adds significant numbers of merging big rig trucks that are longer and slower than other vehicles. The area adjacent to the corridor has significant development potential that would only add to the existing traffic inefficiencies. Three of the interchanges in

Anderson are partial interchanges and do not meet user expectations because all four moves are not provided at each interchange (off and on north bound and on south bound). Addressing these interchanges is not included in the scope of this proposed project. However, at the Northbound Balls Ferry on-ramp, lanes will be shifted five feet towards the median to increase the ramp shoulder width at the Anderson Creek Bridge. Table C lists the existing freeway interchanges in the vicinity, the movements provided and distances between the interchanges. Bicycles and pedestrians are not allowed to use this segment of freeway.

Table C: Freeway Interchanges

Exit Number	Road Served	Ramp Movements Provided	Post Mile (PM)	Distance between Interchanges (miles)	Local government jurisdiction and comments
667	Route 273	• NB Off • SB On	3.8		• City of Anderson • Not a part of this project
				0.5	
667	Deschutes Road / Factory Outlets Drive	• NB On • SB Off	4.3		• City of Anderson • NB Off and roundabout is planned to be constructed
				1.0	
668	Balls Ferry Road	• NB Off • SB On	5.3		• City of Anderson • Split diamond half interchange – combined with North Street to complete all 4 moves
				0.3	
668	North Street	• NB On • SB Off	5.6		• City of Anderson • Split diamond half interchange – combined with Balls Ferry Road to complete all 4 moves
				1.1	
670	Riverside Avenue	• NB Off • NB On • SB Off • SB On	6.7		• City of Anderson
				3.1	
673	Knighton Road	• NB Off • NB On • SB Off • SB On	9.8		• Shasta County • Major retail center is planned for northeast quadrant of this interchange
				2.4	
675	Bonnyview Road / Churn Creek Road/ Bechelli Lane	• NB Off • NB On • SB Off • SB On	12.2		• City of Redding • Not a part of this project

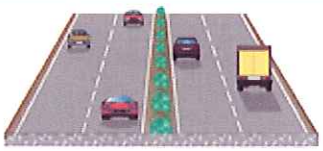
Level of Service

Level of Service (LOS) is a qualitative measure of traffic operating conditions as perceived by drivers, which varies from LOS A (un-congested conditions) to LOS F (congested conditions). Figure 7 illustrates and describes the LOS thresholds from the Highway Capacity Manual (HCM) for freeway sections.

Figure 7: Levels of Service for Freeways

LEVELS OF SERVICE

for Freeways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. **No delays**
B		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. **No delays**
C		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. **Minimal delays**
D		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. **Minimal delays**
E		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. **Significant delays**
F		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. **Considerable delays**

Caltrans District 2 seeks to implement improvements on I-5 when LOS is projected to fall below LOS C. This improvement standard is commonly referred to as the "C/D Threshold." When projections show a segment will fall to LOS D under average monthly conditions, improvements should be pursued. According to the Caltrans District 2 Traffic Engineering and Operations unit, traffic volumes on Interstate 5 are not projected to change through the project area with or without the project. There is a lack of alternative routes for drivers through this area. Drivers using routes other than Interstate 5 are projected to make that same route choice even if the proposed lanes are added to I-5.

Traffic data for this project is based on and compared to the existing traffic counts and classifications determined by the Caltrans District 2 Traffic Operations Unit as well as projected data provided by the Caltrans District 2 Office of System Planning. Table E shows the existing and projected traffic volumes. The Caltrans District 2 Office of system Planning made adjustments to the 2030 projections in November 2011, based on the lower than expected growth from 2005 through 2010, and reduced interregional traffic. If this seven mile segment remains as a four-lane freeway, congestion that reduces Level of Service below the C/D threshold is anticipated.

The project is consistent with State and Local transportation plans and programs. The 2010 Shasta County Regional Transportation Plan (RTP) addresses the need to add lanes at this location. The 2008 Transportation Concept Report for Interstate 5 states that the twenty year facility concept at this location is a six lane freeway. The post twenty year concept in this area is an eight-lane freeway. There is no induced growth on the interstate due to the addition of a third lane in each direction.

Table E: 2010 and Projected Traffic Information*

Postmile			Description	Actual 2010 Volumes	Peak Hour	Level of Service (LOS)	Projected 2030 Volumes	Year 2030 (LOS)
R3.8	R4.3	6-Lane	Route 273 Jct. to Deschutes Road	51,000	4,900	C	82,000	C
R4.3	R6.7	4-Lane	Deschutes Road to Riverside Avenue	50,000	4,750	C	83,000	E
R6.7	R9.8	4-Lane	Riverside Avenue to Knighton Road	49,500	4,550	C	78,500	D
R9.8	R11.2	4-Lane	Knighton Road to Smith Avenue OC	51,000	4,700	C	78,000	D
R11.2	R12.2	6-Lane	Smith Avenue OC to Churn Ck Road	51,000	4,700	C	78,000	C

* Total volumes – northbound and southbound combined Average Annual Daily Traffic (AADT)

Mandatory Findings of Significance

a) The proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

b) Based on the description of the proposed project and consideration of potential effects, there is no evidence to support a finding that the project has impacts that are individually limited, but cumulatively considerable.

c) The proposed project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

List of Preparers
This Initial study was prepared by the California Department of Transportation, North Region Office of Environmental Management, with input from the following staff:

Allam Alhabaly, Noise Specialist
Contribution: Noise Analysis

Shalanda Christian, Air Quality Specialist
Contribution: Air Quality Analysis

Tom Graves, Hazardous Waste Coordinator
Contribution: Initial Site Assessment for Hazardous Waste

Amber Kelley, Environmental Branch Chief
Contribution: Document preparation oversight

Christian Lavric, Transportation Engineer
Contribution: Water Quality Assessment

Robert Nixon, Project Engineer
Contribution: Project design

Susan Stanbrough, Project Archaeologist
Contribution: Cultural resource surveys and compliance

Carolyn Sullivan, Environmental Planner
Contribution: Environmental Coordination and Document writer

Brooks Taylor, Project Biologist
Contribution: Biological Evaluation and Natural Environment Study

Steve Thorne, District Hydraulic Engineer
Contribution: Floodplain Evaluation Report Summary

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov

Flex your power!
Be energy efficient!

March 16, 2012

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Mario Solis, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353, TTY 711, fax (916) 324-1869, or via email: *mario_solis@dot.ca.gov*.

MALCOLM DOUGHERTY
Acting Director

"Caltrans improves mobility across California"

Attachment 1 - Public Comment

California Department of Transportation
District 2
P.O Box 496073
Redding, CA 96049-6073

Please Place Stamp Here

California Department of Transportation, District 2
ATTN: Public Information Office
P.O. Box 496073
Redding, CA 96049-6073

Caltrans Improves Mobility Across California

Public Comment

Optional Information (Please Print Clearly)

Name CURTIS H. BROWN
Address 12053 Beltline Road
City, Zip Redding, Ca. 96003
Organization Local 3 Retired

5 Redding to Anderson 6 Lane Project

Comments, Suggestions or Concerns:

There should not have to be an environmental report done on any job that already has a road there it, its been done before. Stop doing it and save us alot of money!

Comment Noted.

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY EDMUND G. BROWN JR., GOVERNOR
CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682

February 14, 2013

Ms. Amber Kelley
California Department of Transportation
District 2
1031 Butte Street
Redding, California 96001

Subject: Redding to Anderson 6-Lane Project
SCH Number: 2013012054
Document Type: Notice of Preparation

Dear Ms. Kelley:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project is located adjacent to or within Sacramento River and Anderson Creek which are under the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River, the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);

- Existing structures that predate permitting or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);

- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway.

Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The project should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location.

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at http://www.cvfpb.ca.gov/. Contact your local, federal and State agencies, as other permits may apply.

The Board's jurisdiction, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways can be viewed on the Central Valley Flood Protection Board's website at http://gis.bam.water.ca.gov/bam/.

If you have any questions, please contact me by phone at (916) 574-0651, or via email at jherota@water.ca.gov.

Sincerely,

James Herota
Staff Environmental Scientist
Projects and Environmental Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814

DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL MANAGEMENT OFFICE
1031 BUTTE STREET, STE. 205, MS30
REDDING, CA 96001
PHONE (530) 225-3510
FAX (530) 225-3019
TTY (530) 225-2019

Flex your power!
Be energy efficient!

March 7, 2013

02-SHA-5 PM R3.8/11.7
02-4C402/02-00020191
Redding to Anderson 6-Lane

James Herota, Staff Environmental Scientist
Central Valley Flood Protection Board
3310 El Camino Avenue, Room 151
Sacramento, CA 95821

Dear Mr. Herota:

Thank you for your comment on the California Department of Transportation's proposed lane addition project on Interstate 5 in Shasta County from Anderson to Redding.

Funding for the construction phase of the project has not yet been secured, so the construction schedule is not currently known. The specific details of complying with applicable CVFPB's permitting requirements will be defined during the permitting phase of the project.

If you have any questions regarding this matter you may contact me via e-mail or phone at amber.kelley@dot.ca.gov or (530) 225-3510.

Sincerely,

Amber Kelley

AMBER KELLEY
Environmental Branch Chief, R2

Donald C, Reynolds

3716 Vinewood Drive

Anderson, CA 96007

January 21; 2013

Dear Amber Kelly,

I have just read your notice in the Press Enterprize that the widening of I-5 through Anderson is being studied.

I live on Vinewood Avenue in Anderson and my back yard, and all of the other homes on this portion of Vinewood are directly adjacent to I-5. This makes our back yards very difficult to use due to frequent noise of the truck traffic. This also reduces the value of our homes as they are difficult to sell because the back yards are virtually impossible to use due to the noise.

I, and my neighbors, sincerely hope that part of the expansion of I-5 will include a sound barrier to deflect the noise and make our back yards enjoyable.

Sincerely,

DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL MANAGEMENT OFFICE
1031 BUTTE STREET, STE. 205, MS30
REDDING, CA 96001
PHONE (530) 225-3510
FAX (530) 225-3019
TTY (530) 225-2019

Flex your power!
Be energy efficient!

March 7, 2013

02-SHA-5 PM R3.8/11.7
02-4C402/02-00020191
Redding to Anderson 6-Lane

Donald C. Reynolds
3716 Vinewood Drive
Anderson, CA 96007

Thank you for your comment on the California Department of Transportation's proposed lane addition project on Interstate 5 in Shasta County from Anderson to Redding.

As part of the environmental analysis for the project, a Noise Study Report was completed. Noise measurements were collected from numerous survey locations including a site very close to your address. The measurements reflected noise from the existing roadway. The study predicts a change in noise levels of up to two decibels at that location with the build of the project. That level of change does not require a sound barrier and sound barriers are not included in the project scope.

If you have any questions regarding this matter you may contact me via e-mail or phone at amber.kelley@dot.ca.gov or (530) 225-3510.

Sincerely,

Amber Kelley

AMBER KELLEY
Environmental Branch Chief, R2

California Department of Transportation
District 2
P.O Box 496073
Redding, CA 96049-6073

Please Place Stamp Here

California Department of Transportation, District 2
ATTN: Public Information Office
P.O. Box 496073
Redding, CA 96049-6073

Caltrans Improves Mobility Across California

Public Comment

Optional Information (Please Print Clearly)

Name CURTIS H. BROWN
Address 12053 BOLTING ROAD
City, Zip REDDING, CA. 96003
Organization LOCAL 3 RETIRED

5 Redding to Anderson 6 Lane Project

Comments, Suggestions or Concerns:

THERE SHOULD NOT HAVE TO BE AN ENVIRONMENTAL REPORT DONE ON ANY JOB THAT ALREADY HAS A ROAD THERE IT, ITS BEEN DONE BEFORE. STOP DOING IT AND SAVE US ALOT OF MONEY!

Response:

Environmental study of the project area is required to comply with current State and Federal laws. Caltrans strives to carry out the environmental compliance process as efficiently as possible.