~~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

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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

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