
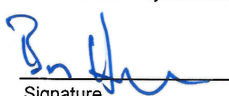
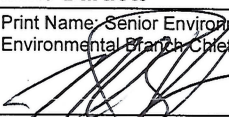
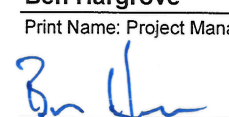


**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**

|   |                      |  |   |
|---|----------------------|--|---|
| 03-SAC/ED-50  | 12.5/23.14<br>00-1.7 | 03-1H820   | 031700006   |
| Dist.-Co.-Rte. (or Local Agency)  | P.M./P.M.            | E.A/Project No.  | Federal-Aid Project No. (Local Project)/Project No. |
| <b>PROJECT DESCRIPTION:</b> (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use <i>Continuation Sheet</i> , if necessary.)   |                      |  |   |
| The California Department of Transportation (Caltrans) is proposing to install a combination of fiber optics and wireless communication on State Route 50 in Sacramento/El Dorado Counties, PM 12.5/1.67. The purpose of this project is to improve communication performance through the installation of a fiber optics and wireless communication to minimize theft of copper lines. This project is needed to upgrade the performance and maintenance requirements of the existing communication system to more efficiently manage traffic operations which will in turn help to reduce congestion and delay.  |                      |  |   |
| <b>CEQA COMPLIANCE</b> (for State Projects only)  |                      |  |   |
| Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):  |                      |  |   |
| <ul style="list-style-type: none"> <li>• 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.</li> <li>• There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.</li> <li>• There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.</li> <li>• This project does not damage a scenic resource within an officially designated state scenic highway.</li> <li>• This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").</li> <li>• This project does not cause a substantial adverse change in the significance of a historical resource.</li> </ul> |                      |  |   |
| <b>CALTRANS CEQA DETERMINATION</b> (Check one)  |                      |  |   |
| <input type="checkbox"/> Not Applicable – Caltrans is not the CEQA Lead Agency  |                      | <input type="checkbox"/> Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA |   |
| <input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)  |                      |  |   |
| Based on an examination of this proposal, supporting information, and the above statements, the project is:   |                      |  |   |
| <input checked="" type="checkbox"/> <b>Categorically Exempt. Class 1.</b> (PRC 21084; 14 CCR 15300 et seq.)   |                      |  |   |
| <input type="checkbox"/> <b>Categorically Exempt. General Rule exemption.</b> [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].)  |                      |  |   |
| <b>Mike Bartlett</b>  |                      | <b>Ben Hargrove</b>  |   |
| Print Name: Senior Environmental Planner or Environmental Branch Chief  |                      | Print Name: Project Manager  |   |
|    |                      |                                        |   |
| Signature   |                      | Signature  |   |
| 6/27/19   |                      | 6/27/19  |   |
| Date  |                      | Date   |   |
| <b>NEPA COMPLIANCE</b>  |                      |  |   |
| In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:   |                      |  |   |
| <ul style="list-style-type: none"> <li>• 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</li> <li>• has considered unusual circumstances pursuant to 23 CFR 771.117(b).</li> </ul>  |                      |  |   |
| <b>CALTRANS NEPA DETERMINATION</b> (Check one)  |                      |  |   |
| <input checked="" type="checkbox"/> <b>23 USC 326:</b> The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:  |                      |  |   |
| <input checked="" type="checkbox"/> <b>23 CFR 771.117(c): activity (c)(21)</b>  |                      |  |   |
| <input type="checkbox"/> <b>23 CFR 771.117(d): activity (d)(___)</b>  |                      |  |   |
| <input type="checkbox"/> <b>Activity 27 listed in Appendix A of the MOU between FHWA and the State</b>  |                      |  |   |
| <input type="checkbox"/> <b>23 USC 327:</b> Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.   |                      |  |   |
| <b>Mike Bartlett</b>  |                      | <b>Ben Hargrove</b>  |   |
| Print Name: Senior Environmental Planner or Environmental Branch Chief  |                      | Print Name: Project Manager/DLA Engineer   |   |
|    |                      |                                        |   |
| Signature   |                      | Signature  |   |
| 6/27/19   |                      | 6/27/19  |   |
| Date  |                      | Date   |   |
| Date of Categorical Exclusion Checklist completion: 6/27/19   |                      | Date of ECR or equivalent: 6/27/19   |   |

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

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

Continued from page 1:

**Scope of Work:**

- Upgrade existing 17 signal cabinets located within the project limits
  - Work includes communication equipment upgrade in existing cabinets.
- Install 5 new CCTV poles at the following locations:
  - Sac-50-PM 17.05 Folsom Blvd
    - A paved maintenance vehicle pullout (MVP) will be constructed at this location
  - Sac-50-PM 19.27 Prairie City
  - Sac-50-PM 21.54 E. Bidwell
  - ED-50-PM 0.77 El Dorado Hills Blvd
  - ED-50-PM 1.79 Silva Valley Pkwy
- All CCTV poles will be 90 feet long and each will have a CIDH Pile foundation of 6" diameter and 15" to 20" depth.
- Roadway excavation, Earthwork and HMA paving for MVP.
- Saw cutting pavement for the vehicle detection loops.
- Connect all ITS elements and signals on SR 50 in Sacramento County between PM 15.76 (Hazel Ave) and PM 21.5 (Scott Rd) with a combination of WEB Radios and 900 MHZ Wireless Radios.
- Install 3.54 of fiber optic cable from PM 21.5 (Scott Rd) to Silva Valley Pkwy in El Dorado County (PM R1.90 and connect existing ITS elements and signals into the new fiber optic network. The proposed fiber optic cable system will be installed primarily by trenching methods on or adjacent to the highway shoulder:
- Locations with structural under-crossings will require attachment of a conduit.
- Upgrade power source for existing 3 solar powered TMS from solar to electric located at Iron Point Rd, PM 17.88, East of Prairie City, PM 20.08 and West of Scott Rd, PM 20.6.
  - Work includes installation of conduits by excavating 6" x 30" trench
- Connect 4 traffic signals with wireless communication at the following locations:
  - WB & EB Folsom Blvd
  - WB & EB Prairie City Rd
- Connect 6 traffic signals to fiber communication and upgrade signal cabinets at the following locations:
  - WB Scott/Bidwell St
  - EB Scott/Bidwell St
  - WB El Dorado Hills Blvd
  - EB Latrobe Rd
  - WB Silva Valley Pkwy
  - EB Silva Valley Pkwy
  - Work includes an upgrade of existing cabinets

**Environmental Commitments:**

**Staging:**

- All Staging will occur within Caltrans Right-of-Way.

**Right-of-Way:**

- All work will be done within State Right of Way.

**Utilities:**

- Utility locations will be within Caltrans Right of Way

**Hazardous Waste:**

- Aerially Deposited Lead (ADL) - There is the likely presence of soils with elevated concentrations of lead because of ADL on the State highway system right-of-way within the limits of the project alternatives that must be managed under the July 1, 2016 ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This Agreement allows such soils to be safely reused within the project limits if all requirements of the Agreement are met.
- Since the project will involve excavation of soil potentially contaminated with ADL, a site investigation is required to investigate in the anticipated disturbed areas. The Project Engineer or Project Manager should request the site investigation approximately six months prior to PS&E because this office will have to prepare, approve, and issue a task order to our hazardous waste site investigation contractor. The project EA will have to fund and estimated \$40,000 for the site investigation.

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

|                                  |                      |                 |   |
|----------------------------------|----------------------|-----------------|---|
| 03-SAC/ED-50                     | 12.5/23.14<br>00-1.7 | 03-1H820        | 0317000006  |
| Dist.-Co.-Rte. (or Local Agency) | P.M./P.M.            | E.A/Project No. | Federal-Aid Project No. (Local Project)/Project No. |

- Traffic Striping- The project will likely require a specification(s) for handling and disposing traffic striping, pavement markings, and thermoplastic.
- Bridge or Structure Survey – If the contract involves demolition or construction of existing bridges or structures, then a structure or bridge survey will be required to evaluate for lead-based paint and asbestos containing material. The Project Engineer or Project Manager should request the survey in Phase 0, so that the task order and field work can be performed in Phase 1. The project EA will have to fund an estimated \$20,000 for this work.
- To avoid impacts to nesting birds, conduit shall not be installed on the underside of structures

Permits

- There are no permits required for this project.

Governor's Office of Planning & Research

**AUG 07 2019**

**STATE CLEARINGHOUSE**