

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

TUO/SJ/VAR	VAR	10-1F400	1016000053
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use *Continuation Sheet*, if necessary.)

The project proposes install Intelligent Transportation System (ITS) elements in San Joaquin County at various locations on State Route 4 (SR 4) from Post Miles 14.6 to 25.99, Interstate 5 (I-5) from Post Miles R21.44 to 27.9, and State Route 99 (SR 99) from Post Miles 15.8 to 18.5. The following ITS elements will be installed: Four permanent Changeable Message Signs (CMSs), with Maintenance Vehicle Pullouts (MVP), plus two additional MVPs (total 6). Install six Closed Circuit Television (CCTV) Cameras. Install Roadside Weather Information Systems (RWIS). Install Vehicle Classification Stations (VCS). Replace Microwave Vehicle Detection (MVD) with Loop Detector Systems, Single Mode Fiber Optic (SMFO) cables and Communication Conduits (CC).

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CALTRANS CEQA DETERMINATION (Check one)

Not Applicable – Caltrans is not the CEQA Lead Agency Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA

Based on an examination of this proposal, supporting information, and the above statements, the project is:

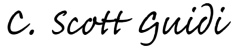

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

Categorically Exempt. Class 1. (PRC 21084; 14 CCR 15300 et seq.)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- 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.

Common Sense Exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)]

C. Scott Guidi	Sinarath Pheng
Print Name: Senior Environmental Planner or Environmental Branch Chief	Print Name: Project Manager
	
5/4/2020	5/5/2020
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).

CALTRANS NEPA DETERMINATION (Check one)



23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

23 CFR 771.117(c): activity (c)(21)

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 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.

C. Scott Guidi	Sinarath Pheng
Print Name: Senior Environmental Planner or Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
	
5/4/2020	5/5/2020
Signature	Date

Date of Categorical Exclusion Checklist completion: _____ Date of ECR or equivalent : _____

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Purpose and Need:

The purpose of the project is to extend and integrate the existing Intelligent Transportation Systems (ITS) infrastructure and to establish a communication network that is secure, low-maintenance, Caltrans owned, cost effective and capable of high bandwidth to transmit data between Stockton Traffic Management Center (TMC) servers and field elements. This integrated system would provide the traveling public with real-time roadway, traffic, and weather information, as well as, alternative routes when applicable. This project would complete the fiber optic network loop for a state-of-art, independent fiber optic communication network in San Joaquin County.

The need for the project is to provide fully integrated communication network to address inadequate ITS within San Joaquin County. This would provide a solid foundation for future expansion of the communication network to other counties and eventually to other Districts and jurisdiction for a truly integrated, transportation-related, and communication network. The following deficiencies will be addressed:

- Lack of Changeable Message Systems (CMSs), Closed-Circuit Television (CCTV) cameras, and sufficient detection system at important decision points and strategic location in San Joaquin County on SR 4, I-5, and SR 99; to advise motorist of weather and traffic conditions or provide alternative routes in case of an accident. An 8-mile gap in the Fiber Optic backbone on SR 4 and I-5 in the City of Stockton.

Project Description:

The proposed Caltrans CMSs project proposes to install ITS elements on State Routes (SRs) 4 and 99 and on Interstate Highway 5 (I-5) in San Joaquin (SJ) County. The following actions are proposed:

- 1) Install CMS with CCTV and Maintenance Vehicle Pullouts (MVPs) at four (4) locations:
 - SJ-99 PM 15.8
 - SJ-4 PM 20.5
 - SJ-4 PM 26.0
 - SJ-5 PM 27.8 (southbound lane)
- 2) Install CCTV with MVPs at two (2) locations:
 - SJ-5 PM R23.7
 - SJ-5 PM 24.7
- 3) Install Roadside Weather Information System (RWIS) at one location:
 - SJ-4 at Junction with SJ-5
- 4) Install a Vehicle Classification Station (VCS) at one location:
 - SJ-4 PM 21.2
- 5) Install Traffic Monitoring System (TMS) inductive loop detectors:
 - Replace microwave vehicle detection systems (MVDSs) with loop detectors at SJ-5 PM R21.5 to 26.5
 - New detectors at SJ-99 PM 16.0 to 18.5 (NB and SB Lanes)
 - New cabinets would be installed at SJ-99 PMs 17.30, 17.80, and 18.30
- 6) Install Single Mode Fiber optic (SMFO) cables along (2) highway segments:
 - SJ-4 PM T14.6 to R18.0
 - SJ-5 PM R21.44 to 27.9
 - New SMFO conduits would be either attached to bridges or would require jack-and-bore installation to connect to existing conduits on each ends of over-crossings. The following bridges are proposed to for SMFO installation routes, see **Table 1, SMFO Routing on Bridges.**

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Table 1: SMFO Routing on Bridges

Bridge #	Route	PM	Structure Name	Superstructure Type	SMFO Routing
29-0219R	5	R21.70	Hospital Road UC	P/S Box Girder	Mount to Bridge
29-0220R	5	R22.51	French Camp Turnpike UC	RC Box Girder	Mount on bridge barrier
29-0221R	5	R23.25	French Camp Slough	RC Slab	Mount on Edge of Deck Slab
29-0222R	5	R23.66	Downing Avenue UC	P/S Box Girder	Mount on bridge barrier
29-0223R	5	R23.93	Walker Slough	RC Slab	Mount under deck overhang
29-0224R	5	24.64	Eighth Street UC	P/S Box Girder	Mount on bridge barrier
29-0225R	5	25.35	Route 5/4 Separation (Charter Way UC)	P/S Box Girder	Mount on bridge barrier
29-0229R	5	25.64	Anderson Street UC	P/S Box Girder	Mount on bridge barrier
29-0230R	5	25.78	Taylor Street UC	P/S Box Girder	Mount on bridge barrier
29-0231R	5	25.99	Church Street UC	P/S Box Girder	Mount on bridge barrier
29-0232R	5	26.12	Route 5/4 Separation	RC Box Girder	Fiber runs on ground
29-0176R	5	26.47	Stockton Channel Viaduct	Steel Plate Girders w/ Lightweight RC Deck	Mount on bridge barrier
29-0195R	5	27.28	Buena Vista UC	P/S Box Girder	Mount on bridge barrier
29-0198R	5	27.66	Carlton Avenue UC	P/S Box Girder	Mount on bridge barrier
29-0240R	4	R15.67	Garfield Street OH	RC Box Girder	Mount on bridge barrier
29-0237R	4	R16.20	Mormon Slough BOH	RC Box Girder	Mount on bridge deck overhang
29-0269R	4	R16.62	Crosstown Freeway Viaduct	P/S Inverted "T" Girders w/ RC Deck & P/S Box Girder	Jack and bore
29-0238S	4	R16.20	Mormon Slough	RC Slab	Mount under deck overhang

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7) Install connections from SMFO to existing local traffic signal connections at the following locations:

- SJ-4 PM T14.6 to R18.0:
Center Street
El Dorado Street
South San Joaquin Street
California Street
South Stanislaus Street
- SJ-5 PM R21.44 to 27.9:
West Matthew Street
French Camp Road
Downing Avenue
West 8th Street
West Charter Way
West Fremont Street
Monte Diablo Avenue

8) Install connection from existing SMFO to existing irrigation hub at the following location:

- SR-4 PM 16.3 (median) near South Lincoln and Lafayette Streets.

9) Extend existing SMFO conduits at the following location:

- I-5 offramp to Pershing Avenue. The existing conduits terminating at Pershing Avenue will be extended toward Flora Street

Right-of-Way Requirements:

All construction and installation activities will take place within Caltrans' Right-of-Way. Temporary Construction Easements (TCEs) will be required within the following locations:

- SR 4, from Post Miles 20.4 to 20.6
- SR 4, from Post Miles 25.8 to 26.1

General:

Under the California Environmental Quality Act (CEQA), this project is Categorically Exempt and under the National Environmental Policy Act (NEPA), it is Categorically Excluded unless: 1) the scope of the project changes to include additional activities; or 2) there is unforeseen discovery of sensitive or cultural resources.

Biological Resources:

Jurisdictional Other Waters of the United States (OWUS):

Potential OWUSs were identified within the project area. French Camp Slough, Walker Slough, Stockton Deep Water Channel, Duck Creek, and Mormon Slough are next expected to be permanently or temporary impacted by the proposed project construction or installation activities.

Prior to construction, the contractor may be required to submit either a Water Pollution Control Plan (WPCP) and/or a Stormwater Pollution Prevention Plan (SWPP). A Spill Prevention Control Plan (SPCP) will be developed as a component of the WPCP or the SWPP. During construction and/or installation activities, the contractor shall use Best Management Practices (BMPs) in order to contain construction related material and prevent debris from entering any water ways. The contractor shall follow Section 13 in the Caltrans 2018 Standard Specifications and/or Special Provisions regarding Water Pollution Control. (Natural Environmental Study, 2020).

Sensitive Habitats and Vegetation Communities:

Essential fish habitat was for Pacific groundfish and Chinook salmon was identified in the project area, within the Stockton Deepwater Channel and Mormon Slough. Caltrans has determined that the project **will not result in adverse effect** on the special status habitats or vegetation communities and will have **"no effect"** to essential fish habitat. (Natural Environmental Study, 2020).

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Special Status Plant Species:

No special status plant species was identified within the project area, therefore, the project **will not result in adverse effects** on California "rare" plant species, or plants species protected by California Native Plant Protection Act, will have **"no effect"** on federally-listed plant species, and/or **will not result in take**. (Natural Environmental Study, 2020).

Special Status Animal Species:

Burrowing Owl: No burrowing owls was detected in the project area during the wildlife field surveys conducted between March and April of 2018. However, the project area has the potential to serve as nesting habitat for this species. Construction activities for this project has the potential to result in the destruction of existing owl burrows.

With the implementation of avoidance measures, the project is not expected to result in take of migratory birds or their active nest. Contractor shall take measures necessary to prevent disturbing any areas that are found to have nesting migratory birds. If contractors perform work between October 1st and January 31st, then no further avoidance measures are required. During the nesting season, a focused survey shall be conducted 15 days prior to the beginning of any project-related activities to have the potential to cause conflict with bird nesting. (Natural Environmental Study, 2020).

Swainson's Hawk: There have been no occurrences of Swainson's Hawk with the project area within the last five years, however the project area has the potential to serve as nesting and foraging habitat. The project construction activities are not expected to result in the loss of potential nesting or foraging habitat.

With the implementation of avoidance measures, the project is not expected to result in take of Swainson's Hawk. A qualified biologist shall perform a pre-construction survey. If a Swainson's Hawk is detected inside or within ½ mile of the project action area, the project proponent will notify the California Department of Fish and Wildlife (CDFW) and no new disturbances or other project-related activities shall be initiated within ¼ mile of an active nest until consultation with CDFW has been completed. Monitoring by a qualified biologist, may be required if project construction activities cause nest abandonment or forced fledging. Monitoring of the nest site may be required (Natural Environmental Study, 2020).

Migratory Birds and Raptors: Due to the project's proximity to water, swallows are expected to be nesting on the French Camp Slough, Walker Slough, Stockton Channel Viaduct, and Mormon Slough bridges. Migratory birds are anticipated to nest or attempt to nest between February 1st and September 30th. Construction activities has the potential to interfere with migratory bird nesting.

With the implementation of avoidance measures, the project is not expected to result in take of migratory birds or their active nest. Contractor shall take measures necessary to prevent disturbing any areas that are found to have nesting migratory birds. If contractors perform work between October 1st and January 31st, then no further avoidance measures are required. During the nesting season, a focused survey shall be conducted 15 days prior to the beginning of any project-related activities to have the potential to cause conflict with bird nesting. (Natural Environmental Study, 2020).

Cultural Resources:

Historical Property Survey Report (HPSR) has identified 17 cultural resources within the Area of Potential Effect (APE) that were previously determined ineligible for inclusion of the National Register of Historic Places (NRHP) or not eligible for registration as California Historic Landmark (CHL). The State Historic Preservation Officer (SHPO) has concurred with those determinations, which remains valid.

There was one archaeological site within the APE, considered eligible for inclusion of the NRHP for the purpose of this project only because they will be protected in their entirety from any potential effects through the establishment of Environmentally Sensitive Area (ESA), in accordance with Section 106 PA Stipulation VIII.C.3. Caltrans has determined a **Finding of No Adverse Effects with Standard Conditions: ESA** is the appropriate undertaking. Caltrans asked for concurrence from the Cultural Studies Office (CSO) and received email concurrence on 4/10/2020. CSO amended the ESA Action Plan stating that any ESA breach should be reported to SHPO and CSO within 48 hours. (Historic Property Survey Report, 2020, and CSO concurrence email, 4/10/2020).

Hazardous Materials:

Aerial Deposited Lead (ADL) is known to occur in the unpaved areas adjacent to highways. Project construction activities will include minor disturbances to soil for trenching and up to 12-feet deep for the installation of the Changeable Message Signs (CMS) foundations. No excess soil is anticipated to be generated. Caltrans Standard Special Provision 7-1.02K(j)(iii) shall be included construction contract. A lead compliance plan is required, and all soil shall remain on site. (Initial Site Assessment, 2018).

Asbestos Containing Building Material (ACBM) is known to occur in bridge bearing pads, shims, mastic material, and/or concrete. Work for this project will involve drilling into the concrete on 18 bridges. A project specific survey (sampling) shall be conducted on these structures to determine the presence of ACBM (Initial Site Assessment, 2018).

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Air, Noise, and Water:

The propose project will not have any adverse effects or significant impacts to Air, Noise and Water (Air, Noise, and Water Compliance Study, 2020). The following avoidance, minimization and best management practices shall be followed:

- Air-
 - The project is exempt from air conformity requirements, as it falls under the category of “shoulder improvements.” Pollutants will be generated during construction from construction equipment and windblown dust. With the implementation of Caltrans Standard Specification, Section 14-9.02 “Air Pollution Control” and Section 10-5 “Dust Control”, the project will not have any significant effects.
- Noise-
 - Temporary construction related noise impacts are anticipated for this project. The project is in an urban area and construction related noise will be generated. With the implementation of Caltrans Standard Specification 14-8.02 “Noise Control” it is determined the project will not have any impacts.
- Water-
 - The project does not have any receiving watersheds within the immediate vicinity of the project area. It is determined the project will only have minor ground disturbances and does not have the potential for long- or short-term impact to water quality. By following Best Management Practices, the project will not have any significant impacts to water quality.

Environmental Justice:

No minority or low-income populations that would be affected by the proposed project have been identified as determined above. Therefore, this project is not subject to provisions Executive Order 12898.

Section 4(f):

No Section 4(f) properties were located within the project area; therefore Sections 4(f) does not apply.

Community Impact Analysis:

A Federal Highway Administration Community Impact Assessment Checklist was performed. Based upon review of the checklist, it was determined that the project would have no significant impacts on the community; therefore, a separate Community Impact Assessment is not required.