EA Template for the MMBN Network

Note to authors:

For a “Final” EA, do not show strikeout of text in the final document. Instead, use text on the document page to indicate where changes have been made, such as “The following paragraph has been added since the draft environmental document was circulated.” Or: “The following sentence has been revised since the draft environmental document was circulated.”

**Standards used in this template:**

Black text = Required headings.

Blue text = Instructions and guidance to be considered and deleted from the final document.

Red text = Required boilerplate text to be inserted into document. This text may be deleted if not applicable, but may not be edited.

Purple text = Sample text that can be used in document, as applicable.

Orange text = Text needing special attention; for example, to distinguish between instructions relating to draft and final environmental document.

Green text = Special guidance for Local Assistance projects (local roadway projects off the State Highway System using Federal-aid funds).

Underlined text (regardless of text color) = Internet or Intranet web links.

To jump to desired sections, use the navigation pane shown on the left of the screen. If the navigation pane is not visible, it can be turned on by marking the “navigation pane” box located under the “View” tab in the “Ribbon” at the top of the screen.

All technical studies should be bound in a separate volume titled:

Environmental Assessment

Volume 2 of 2

Sample Title Sheet – update the information on this page to reflect NEPA lead

FHWA Highway ID No.

10-MER-99-PM 0.0/10.5

415700 [or Federal Aid Number for Local Assistance projects]

1000021137

[Insert short descriptive phrase consistent with project alternative(s) such as “widen” or “improve” or “rehabilitate.”] [For Local Assistance project, “San Luis Obispo Main Street Realignment, located at Main Street”]

# Environmental Assessment [with Finding of No Significant Impact – for “final” EA only]

Submitted Pursuant to: (Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA

Department of Transportation

and

List any other cooperating agencies here.

Cooperating Agencies:

Elissa K. Konove

Acting Division Administrator

Federal Highway Administration

NEPA Lead Agency

Date

The following persons may be contacted for more information about this document:

Name, address, and telephone number of Department Contact

If FHWA is NEPA lead: Shawn Oliver is the point of contact for FHWA. He can be reached at 916-390-1714, or by email, at [shawn.oliver@dot.gov](mailto:shawn.oliver@dot.gov).

**INSERT AGENGY LOGO**

Table of Contents

To update the table of contents (TOC), hover cursor over table and right-click. Choose update field. For topics not needed, or to modify a header (i.e., remove the “if applicable” statements), delete or edit the header in the body of the document and then update the TOC.

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Include a list of table here. Make sure to update whenever edits are made to table numbers.

Table 2-1 Resources Present in Project Area 13

[List will be corrected when you update the above field (after all tables are entered). Right-click in the gray area and select “Update Field.” To appear in the list, table headings in the document must be tagged DP Table.]

List of Figures

Include a list of figures here. Make sure to update whenever edits are made to figure numbers.

To aid the public in locating maps, it is recommended to clearly show where mapping can be found, particularly for the preferred alternative (if it has been identified).

Figure 1-1 Project Location Map 7

Figure 1-2 District Specific Map 7

[List will be corrected when you update the above field (after all figures are entered). Right-click in the gray area and select “Update Field.” To appear in the list, figure headings in the document must be tagged DP Figure.]

1. Proposed Project
   1. Introduction

In July 2021 Governor Gavin Newsom signed into law Senate Bill (SB) 156 to create an open-access Middle-Mile Broadband Network to bring equitable high-speed broadband service to all Californians. SB 156 provides $3.25 billion to build the necessary infrastructure to bring internet connectivity to homes, businesses, and community institutions. The “middle mile” is the physical fiber optic infrastructure needed to enable internet connectivity. It is made up of high-capacity fiber lines that carry large amounts of data at high speeds over long distances. An open-access network gives providers and entities access to broadband infrastructure that will allow any networks to connect on equal economic and service terms.

* 1. Purpose and Need
     1. Purpose

This Middle-Mile Broadband Network (MMBN) project will install the broadband infrastructure along the State Highway System (SHS) and Interstate System necessary to connect to a third-party operated Last Mile Broadband Network which will bring internet connectivity to homes, businesses, and community institutions.

* + 1. Need

The lack of available middle-mile broadband infrastructure has been a major issue in connecting California’s unserved and underserved communities. The statewide open-access middle-mile network included in SB 156 is a foundational investment to ensure every Californian has access to broadband internet service that meets the connectivity needs of today, and well into the future. This project intends to support these communities in providing critical statewide broadband infrastructure to enhance access to and increase the affordability of high-speed internet for all Californians.

* + 1. Independent Utility and Logical Termini

Include a description of the independent utility/logical termini of the individual project using the example below.

The lack of available middle-mile broadband infrastructure has been a major issue in connecting This project extends along State Route xx from the xx to the xx. Once installed, fiber cable will connect to Hub #xxx at Postmile XX and Hub #xxx at Postmile XX. Vaults will be located at approximately 2,500 feet intervals between hubs. Broadband would be available, upon completion of both “Middle-Mile” and “Last Mile” service, to any potential user within the delivery area by connecting to one of the hubs or vaults installed as part of this project.

* 1. Project Description

Include a description of the individual project, updating sample text to fit your particular project and District.

This project would include the installation of a Middle-Mile Broadband Network (MMBN) along up to 720 miles of the State Highway System (SHS) located with Mono, Inyo and Kern counties in District 9.

The Middle-Mile Broadband Initiative involves an accelerated process for moving projects into construction. Due to the varied topography and locations of the 10,000-mile broadband infrastructure across the State of California, the design would be dependent on project site features and different construction methods would be utilized. Listed below are the anticipated design/construction elements.

* + 1. Design/Construction Elements

Include a description of the project's design and construction elements, updating sample text to fit your particular project and District. If a need for new access roads is determined, then the areas for these roads will require environmental compliance to be completed – this work may require a higher-level document.

Underground Installation

1. The four methods for underground installation of fiber optic conduit are plowing, trenching, trenching in pavement, and horizontal directional drilling. The jack and drill method may be selected as an alternate method to the directional horizontal drilling method. Install three (3) two-inch high-density polyethylene (HDPE) conduits with a minimum of 42 inches clearance underground using the following installation methods:

Plowing (4 inches wide) – under this method conduits, are installed with the use of a tracked vehicle with cable reel in front and plow blade in back. As the vehicle moves, it furrows the soil and installs the conduit simultaneously.

Trenching (6 to12 inches wide) – under this method, a trencher with rock-wheel blade or similar is used to cut a trench for conduit installation.

Trenching in pavement (3 to6 inches wide and a minimum depth of 2 feet) – under this method, a specialty saw blade is used to cut a narrow trench in asphalt pavement for conduit installation.

Horizontal directional drilling (8 inches in diameter and minimum depth of 4 feet and maximum depth of 6 feet unless otherwise authorized) – under this method, conduits are installed by digging a trench on each side of the crossing to allow the guiding and retrieval of a drill stem or directional boring device. Other equipment that may be used with this method include drill rig, drill pipe skid, and excavator.

Jack and drill (8 inches in diameter and minimum depth of 4 feet and maximum depth of 6 feet unless otherwise authorized) – under this method, conduits are installed by excavating an entry pit and an egress pit at either end of the pipe segment. A horizontal auger is used to drill a hole, and a hydraulic jack is used to push a steel casing through the hole to the egress pit. Once the casing is in place, the pipe is installed in the casing.

Conduit will be placed within existing Caltrans rights-of-way (i.e., along right-of-way fence, next to roadway prism, in pavement) with avoidance of sensitive environmental resources and existing utilities as the first priority. Longitudinal installations are prohibited in the highway median.

1. Install vaults (30”x48”x36”) approximately every 2,500 feet (maximum spacing). Every 5th vault will be larger for splicing (48”x48”x48”). Vaults will be flush with the ground or buried.
2. Install cable marker posts located at approximately 1- mile intervals to alert people of the presence of the fiber optic cable. The posts are typically above ground round PVC posts with orange caps. The caps are imprinted with embossed lettering that indicates the presence of fiber optic cable.

Attachment on Structure (Bridge) or Culvert

Fiber optic conduits will be either placed within structure cells, attached underneath the structure, hung underneath the structure, or attached to the barrier on the structure:

1. Install conduit utilizing existing bridge utility openings inside box girder bridges between girders, or existing utility openings in sidewalk(s) or in bridge rail(s).
2. Attach conduit to exterior surface of concrete bridge rail, or soffit of bridge deck overhang.
3. Install conduit under or over culvert or other obstructions.

Above-Ground Installation

1. Aerial installation of conduit on existing poles – fiber is vulnerable to fire, theft, vandalism, animal damage, and exposure to weather. This is the least desired installation method.
2. Aerial installation of conduit on new poles.

Network Hubs

These provide retransmission and reamplify the signal.

* Hub exterior dimensions are 12’x16’x10’, with an approximately 50’ x 50’ fenced area
* Hubs are placed on concrete pads
* Hubs are located a maximum of 50 miles apart; placed to avoid sensitive environmental resources (siting guidance being written)
* Hubs can be located less than 50 miles apart if they are appropriately located
* Hubs to be furnished by the California Department of Technology (CDT) – pad to be constructed by the California Department of Transportation (Caltrans) based on Hub requirements (Note: Turnkey package (racks, table ladders) supplied by CDT and installed by contractor.)
* Hubs to be located in proximity to power hook-up. Backup power to be supplied by generator (propane or diesel) or solar generators will require fuel storage; may require additional potential impacts to environmental resources

Other Footprint Considerations

The following describes staging and storage areas, access roads or other access needs.

1. Conduit, vaults, and fiber will be delivered to the construction site, stored, and staged.
2. The bulk of the construction materials will be stored in warehouses throughout the state and then delivered to the contractor.
3. Staging areas for construction equipment, materials, fuels, lubricants, and solvents will be established along the project routes during construction to allow more efficient use and distribution of materials and equipment. Staging areas are typically locations where materials or equipment are stored for more than two days. Temporary parking areas may also be established to park vehicles and equipment during the workday or overnight. No new staging areas would be established in undisturbed areas. All staging areas will be located on private lands in existing contractor yards; existing commercial areas used for storing and maintaining equipment; previously cleared, graded, or paved areas; or level areas where grading and vegetation clearing are not required. Staging and parking areas are typically selected by the construction contractor, as needed, before and/or during construction. This practice is consistent with construction methods used throughout California and the United States. To ensure that sensitive environmental resources are avoided or adequately protected, the locations of all staging and parking areas would be determined in consultation with qualified biologists and archaeologists. Because fuels, lubricants, and solvents would be stored in staging areas, all staging areas would be located at least 150 feet from sensitive streams/drainages.
4. Access to projects will be by existing access roads. No new access roads are anticipated. If a need for new access roads is determined, then the areas for these roads will require environmental compliance to be completed.

Typical Construction Sequence

Trench/bore/or place on structure

Install vaults

Install conduit

Backfill – at the end of each day of trenching

Pull fiber

Splice fiber

Avoidance of Sensitive Resources

Efforts have been made to design the project routes around sensitive resources and to site repeater stations, directional drilling points, vaults, and other project features in areas that do not support sensitive resources.

Sensitive resources (i.e., biological resources, cultural resources, waters, etc.) will be avoided to the greatest extent feasible through various means identified during the project design phase and identified in the supporting technical documents developed for this project and discussed in Section 2.1. However, there would also be avoidance measures occurring in the field during construction as a result of preconstruction surveys by qualified environmental staff. As required, the construction technique would be coordinated through a resource specialist (i.e., wildlife biologist, wetland ecologist, botanist, archaeologist, cultural resource specialist, tribes, water quality) familiar with the resource issue being avoided.

Include any general avoidance and minimization measures in this section. Please edit this section to fit your project.

Typical project design features include:

Minor modification of the project routes around the sensitive resource within the disturbed right-of-way,

Boring under the resource,

Attaching the fiber optic cable to an existing bridge (in consideration of the historic status of the bridge),

The locations of all sensitive resources and the methods to avoid them would be shown on the construction drawings,

All sensitive resources would be staked and flagged in the field and marked on the construction drawings, and

Monitoring of these areas by biologists, archaeologists, and tribal members may be necessary and required.

Please include resource-specific avoidance and minimization measures that are described in technical studies in this section.

Begin typing here.

Figure 1-1 Project Location Map



Figure 1-2 District Specific Map

Include a map of the segments to be described in this document here.

* 1. Project Alternatives

Include a description of project alternatives in this section.

* + 1. Build Alternative [Name of build alternative] [Add more headings—for each Build Alternative—as needed]

Include a description here.

* + 1. No-Build (No-Action) Alternative

Include a description here.

* 1. Identification of a Preferred Alternative [in final]

Include a description here.

* 1. Standard Measures and Best Management Practices Included in All Build Alternatives

Provide a list of standard measures and Best Management Practices for the project.

* 1. Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

| **Agency** | **Permits, Licenses, Agreements, and Certifications** | **Status** |
| --- | --- | --- |
| U.S. Fish and Wildlife Service (USFWS) | Section 7 Consultation for Threatened and Endangered Species | Request to append project to Programmatic Biological Opinion issued for Middle-Mile Broadband Network projects expected on December 5, 2022. |
| U.S. Army Corps of Engineers | Regional General Permit or Section 404 Permit for filling or dredging waters of the United States | Pre-construction notification for Regional General Permit specific to Middle-Mile Broadband Network projects expected after final environmental document distribution. |
| California Coastal Commission | Coastal Development Permit | Application for Coastal Development Permit expected after final environmental document approval. |
| California Coastal Commission | Federal Coastal Consistency Certification. | Consistency Certification expected after draft environmental document distribution. |
| California Department of Fish and Wildlife | Section 1602 Lake and Streambed Alteration Agreement  Section 2080.1 Agreement for Threatened and Endangered Species | Applications for 1602 permit and Section 2080.1 agreement expected after final environmental document approval. |
| State Water Resources Control Board or Regional Water Quality Control Board | Individual Order Certifying the Corps Regional General Permit | Submittal of Notice of Intent for coverage under Section 401 Individual Order permit expected after final environmental document approval. |
| State Historic Preservation Officer | Memorandum of Agreement | Memorandum of Agreement expected following the circulation of the draft environmental document. State Historic Preservation Officer approved Memorandum of Agreement on \_\_\_\_\_. |
| U.S. Coast Guard | Bridge Permit | Application for Bridge Permit submitted October 3, 2011. |

1. NEPA Evaluation
   1. NEPA Environmental Effects Table

The following table summarizes potential impacts to various elements of the human environment such as physical, biological, social, and economic factors including the critical elements which are subject to requirements specified in statute, regulation or executive order and must be considered in the Environmental Assessment. This table identifies resources that might be affected by the proposed project.

A “No Effect” determination for resources absent is based on the scope, description, and location of the proposed project as well as the appropriate technical report and is discussed in Table 2-1 Resources Present in Project Area. For resources absent within the project area, no further discussion is warranted in this Environmental Assessment (column marked “No”).

If all “No Effect” determinations were made in the section, delete the Affected Environment, Environmental Consequences and Avoidance, Minimization and/or Mitigation Measures text for the resource.

MMBN has been determined, overall, to have no potential to impact certain resources. The following checkboxes have been completed in red boilerplate text and should be carried forward as applicable. For the Traffic and Utilities resources it is expected that the Districts will include the best management practices as identified for the specific project within the discussion in the table.

* Existing and Future Land Use
* Consistency with State, Regional, and Local Plans and Programs
* Growth
* Community Character and Cohesion
* Environmental Justice/Utilities/Emergency Services (Add BMPs as a result of Temporary Impacts)
* Hydrology and Floodplain
* Traffic and Transportation/Pedestrian and Bicycle Facilities (Add BMPs as a result of Temporary Impacts)
* Geology/Soils/Seismic/ Topography
* Air Quality
* Noise

For project locations with the resource being present (column marked “Yes”) within the project area and potential for impacts to exist, a brief description can be located in Table 2-1 with additional discussion in the section following the table.

For resources identified within the project area, please follow this guidance:

Provide brief discussions (2-3 sentences) in the table with additional discussion in the Affected Environment, Environmental Consequences (*including a discussion on potential Construction Impacts*) and Avoidance, Minimization, and/or Mitigation Measures sections for the resource.

In addition, please include a brief cumulative discussion paragraph in the Environmental Consequences section that addresses the potential impacts to the discussed resource. The discussion should include the following verbiage:

The project described in this document is part of the larger Middle-Mile Broadband Network; no significant impacts are anticipated for the overall effort. The map shown in Figure 1-1 depicts the entire full-system design map that is currently proposed for the Middle-Mile Broadband Network. With the implementation of the Middle-Mile Broadband Network, it is anticipated that….

If consultation or coordination has occurred for the resource, discuss that process in the Environmental Consequences section.

In the last column of the table, add a citation to the reference material used to support the finding.

Table 2-1 Resources Present in Project Area

| **Resource  Conditions** | **Resource Condition Present? Yes or No** | **For Resource Conditions that are Present,  the Following Findings are Made Pursuant to  40CFR 1508.1(g):** | **Reference Material Used To Support Finding** |
| --- | --- | --- | --- |
| Existing and Future Land Use | No | The installation of broadband conduit, vaults, and hubs parallel with the existing state highway system would have no effect on land use per a review of the general plan and associated land use maps prepared within the project area. |  |
| Consistency with State, Regional, and Local Plans and Programs | No | The installation of broadband conduit, vaults, and hubs parallel with the existing state highway system would have no effect on land use per a review of the general plan and associated land use maps prepared within the project area. |  |
| Coastal Zone |  |  |  |
| Wild and Scenic Rivers |  |  |  |
| Parks and Recreational Facilities |  |  |  |
| Farmlands/ Timberlands |  |  |  |
| Growth/ Community Character and Cohesion/ Environmental Justice | No | The installation of broadband conduit, vaults, and hubs parallel with the existing state highway system would have no effect on growth or community character and cohesion as work is anticipated to occur within Caltrans right-of-way.  The proposed project is in compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. It is anticipated that no impacts would occur with the construction and implementation of the Middle-Mile Broadband Network. |  |
| Relocations and Real Property Acquisition |  |  |  |
| Utilities/Emergency Services | No | The installation of broadband conduit, vaults, and hubs parallel with the existing state highway system would have no permanent effect on utilities or emergency services. **Temporary effects may occur during construction, but they would be minimized by** **(insert discussion regarding anticipated BMPs that would be implemented prior to and during construction).** |  |
| Traffic and Transportation/ Pedestrian and Bicycle Facilities | No | The installation of broadband conduit, vaults, and hubs parallel with the existing state highway system would have no permanent effect on traffic and transportation or pedestrian and bicycle users. **Temporary effects may occur during construction, but they would be minimized by (insert discussion regarding anticipated BMPs, such as a Traffic Management Plan that would be implemented prior to and during construction).** |  |
| Visual/Aesthetics |  |  |  |
| Cultural Resources |  |  |  |
| Hydrology and Floodplain | No | The installation of broadband conduit, vaults, and hubs parallel with the existing state highway system would have no permanent effect on hydrology and floodplain due to nature of the design and would not increase the base flood elevation. |  |
| Water Quality and Storm Water Runoff |  |  |  |
| Geology/Soils/ Seismic/Topography | No | The installation of broadband conduit, vaults, and hubs parallel with the existing state highway system would have no permanent effect on geology, seismology, or the topography due to nature of the design. |  |
| Paleontology |  |  |  |
| Hazardous Waste/Materials |  |  |  |
| Air Quality | No | The installation of broadband conduit, vaults, and hubs parallel with the existing state highway system would have no permanent effect on air quality.  In addition, transportation conformity does not apply to the broadband project as it is not considered a transportation project. |  |
| Noise | No | The installation of broadband conduit, vaults, and hubs parallel with the existing state highway system would have no permanent effect on Noise as the project would not be considered a type 1 project. |  |
| Biological Resources |  |  |  |
| Invasive Species |  |  |  |
| Cumulative Impacts |  |  |  |

* + 1. Coastal Zone

Considering the information in the [technical report/memo name] dated [technical report/memo date], the following significance determinations have been made: [Use this statement if there is a technical study or memo, or describe what information the determination is based on]

For “No Effect” determinations, delete the following text.

Affected Environment

Begin typing here.

Environmental Consequences

Begin typing here.

Cumulative Impacts

Please include a brief cumulative discussion paragraph in the Environmental Consequences section that addresses the potential impacts to the discussed resource. The discussion should include the following verbiage: The project described in this document is part of the larger Middle-Mile Broadband Network; no significant impacts are anticipated for the overall effort. The map shown in Figure 1-1 depicts the entire full-system design map that is currently proposed for the Middle-Mile Broadband Network. With the implementation of the Middle-Mile Broadband Network, it is anticipated that….

Begin typing here.

Avoidance, Minimization, and/or Mitigation Measures

Begin typing here.

* + 1. Wild and Scenic Rivers

Considering the information in the [technical report/memo name] dated [technical report/memo date], the following significance determinations have been made: [Use this statement if there is a technical study or memo, or describe what information the determination is based on]

For “No Effect” determinations, delete the following text.

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Environmental Consequences

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Begin typing here.

Avoidance, Minimization, and/or Mitigation Measures

Begin typing here.

* + 1. Park and Recreational Facilities

Considering the information in the [technical report/memo name] dated [technical report/memo date], the following significance determinations have been made: [Use this statement if there is a technical study or memo, or describe what information the determination is based on]

For “No Effect” determinations, delete the following text.

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Environmental Consequences

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Begin typing here.

Avoidance, Minimization, and/or Mitigation Measures

Begin typing here.

* + 1. Farmlands/Timberlands

Considering the information in the [technical report/memo name] dated [technical report/memo date], the following significance determinations have been made: [Use this statement if there is a technical study or memo, or describe what information the determination is based on]

For “No Effect” determinations, delete the following text.

Affected Environment

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Environmental Consequences

Begin typing here.

Cumulative Impacts

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Begin typing here.

Avoidance, Minimization, and/or Mitigation Measures

Begin typing here.

* + 1. Visual/Aesthetics

Considering the information in the [technical report/memo name] dated [technical report/memo date], the following significance determinations have been made: [Use this statement if there is a technical study or memo, or describe what information the determination is based on]

For “No Effect” determinations, delete the following text.

Affected Environment

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Environmental Consequences

Begin typing here.

Cumulative Impacts

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Begin typing here.

Avoidance, Minimization, and/or Mitigation Measures

Begin typing here.

* + 1. Cultural Resources

Considering the information in the [technical report/memo name] dated [technical report/memo date], the following significance determinations have been made: [Use this statement if there is a technical study or memo, or describe what information the determination is based on]

For “No Effect” determinations, delete the following text.

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Begin typing here.

Avoidance, Minimization, and/or Mitigation Measures

Begin typing here.

* + 1. Water Quality and Storm Runoff

Considering the information in the [technical report/memo name] dated [technical report/memo date], the following significance determinations have been made: [Use this statement if there is a technical study or memo, or describe what information the determination is based on]

For “No Effect” determinations, delete the following text.

Affected Environment

Begin typing here.

Environmental Consequences

Begin typing here.

Cumulative Impacts

Please include a brief cumulative discussion paragraph in the Environmental Consequences section that addresses the potential impacts to the discussed resource. The discussion should include the following verbiage: The project described in this document is part of the larger Middle-Mile Broadband Network; no significant impacts are anticipated for the overall effort. The map shown in Figure 1-1 depicts the entire full-system design map that is currently proposed for the Middle-Mile Broadband Network. With the implementation of the Middle-Mile Broadband Network, it is anticipated that….

Begin typing here.

Avoidance, Minimization, and/or Mitigation Measures

Begin typing here.

* + 1. Paleontology

Considering the information in the [technical report/memo name] dated [technical report/memo date], the following significance determinations have been made: [Use this statement if there is a technical study or memo, or describe what information the determination is based on]

For “No Effect” determinations, delete the following text.

Affected Environment

Begin typing here.

Environmental Consequences

Begin typing here.

Cumulative Impacts

Please include a brief cumulative discussion paragraph in the Environmental Consequences section that addresses the potential impacts to the discussed resource. The discussion should include the following verbiage: The project described in this document is part of the larger Middle-Mile Broadband Network; no significant impacts are anticipated for the overall effort. The map shown in Figure 1-1 depicts the entire full-system design map that is currently proposed for the Middle-Mile Broadband Network. With the implementation of the Middle-Mile Broadband Network, it is anticipated that….

Begin typing here.

Avoidance, Minimization, and/or Mitigation Measures

Begin typing here.

* + 1. Hazardous Waste/Materials

Considering the information in the [technical report/memo name] dated [technical report/memo date], the following significance determinations have been made: [Use this statement if there is a technical study or memo, or describe what information the determination is based on]

For “No Effect” determinations, delete the following text.

Affected Environment

Begin typing here.

Environmental Consequences

Begin typing here.

Cumulative Impacts

Please include a brief cumulative discussion paragraph in the Environmental Consequences section that addresses the potential impacts to the discussed resource. The discussion should include the following verbiage: The project described in this document is part of the larger Middle-Mile Broadband Network; no significant impacts are anticipated for the overall effort. The map shown in Figure 1-1 depicts the entire full-system design map that is currently proposed for the Middle-Mile Broadband Network. With the implementation of the Middle-Mile Broadband Network, it is anticipated that….

Begin typing here.

Avoidance, Minimization, and/or Mitigation Measures

Begin typing here.

* + 1. Biological Resources

Considering the information in the [technical report/memo name] dated [technical report/memo date], the following significance determinations have been made: [Use this statement if there is a technical study or memo, or describe what information the determination is based on]

For “No Effect” determinations, delete the following text.

Affected Environment

Begin typing here.

Environmental Consequences

Begin typing here.

Cumulative Impacts

Please include a brief cumulative discussion paragraph in the Environmental Consequences section that addresses the potential impacts to the discussed resource. The discussion should include the following verbiage: The project described in this document is part of the larger Middle-Mile Broadband Network; no significant impacts are anticipated for the overall effort. The map shown in Figure 1-1 depicts the entire full-system design map that is currently proposed for the Middle-Mile Broadband Network. With the implementation of the Middle-Mile Broadband Network, it is anticipated that….

Begin typing here.

Avoidance, Minimization, and/or Mitigation Measures

Begin typing here.

1. Title VI Policy Statement

Caltrans Title VI Non-Discrimination Policy Statement dated September 2022 and signed by the Caltrans Director. This states: The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of. or be subjected to discrimination under any program or activity receiving federal financial assistance."
Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.
For information or guidance on how to file a complaint, or obtain more information regarding Tile VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page:
https://ocr.onramp.dot.ca.gov/title-vi-program

[Make sure this is the latest Title VI Policy Statement (pdf) on the SER. Check the date. If you change the image, right-click and add Alt Text to the graphic.]

1. Comment Letters and Responses

[In your final document—add an appendix for Comments and Responses. It won’t necessarily be Appendix B as shown here; placement depends on the number of appendices in your draft and final documents.]

This appendix contains the comments received during the public circulation and comment period from [month day, year] to [month day, year], retyped for readability. The comment letters are stated verbatim as submitted, with acronyms, abbreviations, and any original grammatical or typographical errors included. A response follows each comment presented. Copies of the original comment letters and documents can be found in Volume 2 of this document.

[Retype the individual comments here, followed by individual responses. One comment letter may have multiple comments and responses.]

[Insert images of the letters or comment cards submitted during the public comment period in a document included in Volume 2 Technical Studies Bound Separately. An example is provided showing a comment letter from Calaveras Materials Inc. The actual image of the comment letter shown would be included in Volume 2.]

[Note: It is better to use a page break rather than a section break if you need to start a new comment on a new page. A section break will potentially change your headers and footers since headers and footers must be set for each new section break in Microsoft Word.]

**Comment from Calaveras Materials Inc.**

[Type the entire comment letter in full. Then provide a response to each comment/question, formatted as shown here, keeping the comment/question excerpt as brief as possible.]

**Comment 1:**

There are several landowners upriver from the existing bridge that have expressed an interest in having aggregate removed from their property and processed at the Calaveras Materials Inc. River Rock aggregate processing facility, down river of the bridge. To do this, Calaveras would like to see 17 ft. of clearance under the bridge to facilitate off-road haulage to transport equipment and materials to the processing plant. This clearance would only be necessary for about a 50 ft. wide section under the bridge to allow passage of an off-road haul truck under the bridge.

**Response to comment 1:** Begin typing here.

**Comment 2:**

Traffic safety is of utmost concern to Calaveras Materials Inc. Currently, the existing northbound section of Highway 59, as it exists the existing bridge, immediately enters a banked, sweeping right-hand curve. While the banked curve is wonderful for existing highway traffic entering and exiting the bridge, it is banked exactly opposite to the requirements of a loaded 18-wheel aggregate truck leaving our facility. I would propose that Caltrans use the existing stretch of Highway 59, in front of the Calaveras Materials Inc. entrance gate, as an acceleration lane for trucks to gain speed prior to entering Highway 59, especially southbound.

**Response to comment 2:** Begin typing here.

[This comment letter image would be included in Volume 2 as described above]

Comment letter from Calaveras Materials, Inc. dated April 26, 2004, signed by Terry W. Howard, Area Manager

List of Technical Studies Bound Separately (Volume 2)

Begin typing here. [A sample list is provided below. Note: This list is the last page of your document; it is not an appendix.]

Draft Relocation Statement

Air Quality Report

Noise Study Report

Water Quality Report

Natural Environment Study

Location Hydraulic Study

Historical Property Survey Report

* Historic Resource Evaluation Report
* Historic Architectural Survey Report
* Archaeological Survey Report

Hazardous Waste Reports

* Initial Site Assessment
* Preliminary Site Investigation (Geophysical Survey)

Scenic Resource Evaluation/Visual Assessment

Initial Paleontology Study

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

senior planner’s name

District [enter district number] Environmental Division

California Department of Transportation

mailing address, city, state and zip

Or send your request via email to: senior planner’s email address@dot.ca.gov Or call: senior planner’s phone number

Please provide the following information in your request:

Project title:

General location information:

District number-county code-route-post mile:

EA/Project ID number: