Site 3. DIBBLE CREEK WORKAROUND

Environmental Checklist

ENVIRONMENTAL CHECKLIST

1. Route Title:
Level 3 Communications Infrastructure Project, Dibble Creek Workaround

2. Lead Agency Name and Address:
California Public Utilities Commission
505 Van Ness Avenue, San Francisco, CA 94102
(415) 703-2782

3. Contact Person and Phone Number:
Gary Finni, Level 3 Communications
6689 Owens Drive, Suite A, Pleasanton, CA 94588
(925) 398-3000

4. Route Location:
The Dibble Creek Workaround is located within the jurisdiction of the City of Red Bluff, California. The workaround consists of a permanent five-foot, and an additional temporary ten-foot easement. It is located adjacent to the Union Pacific Railroad ("UPRR") right-of-way ("ROW") near Milepost 225 (Assessors Map Book 27, Page 04, Lot 74, Tehama County, California). A vicinity map of the Workaround is provided as Figure 3-1. Additional site maps are available in the PEA (PEA, 2000, following p. 3-37).

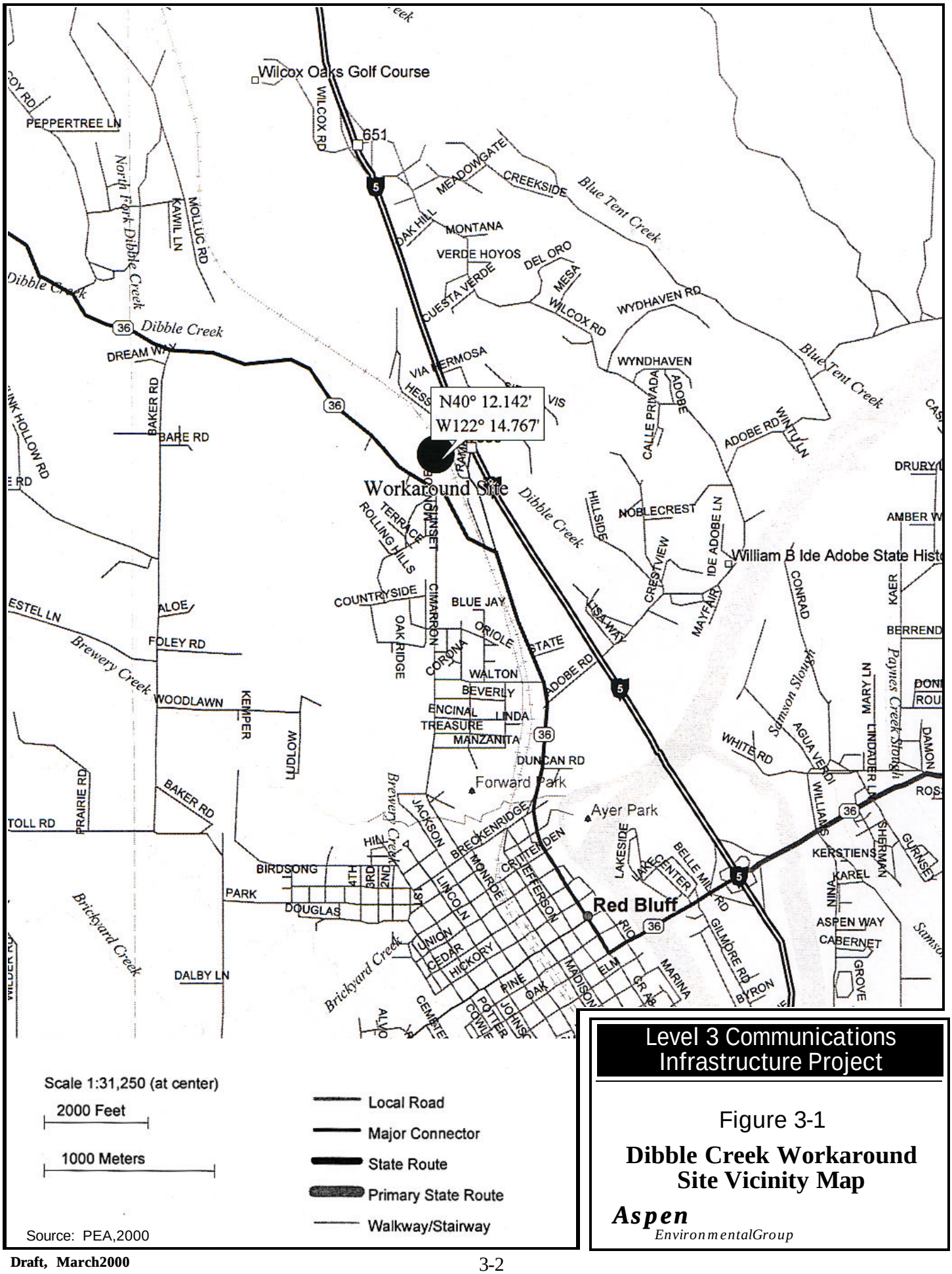
5. Proponent's Name and Address:
Level 3 Communications, LLC ("Level 3")
1450 Infinite Drive, Louisville, CO 80027
(303) 926-3000

6. General Plan Designation: Industrial (I)

7. Zoning: General Industrial (M-2)

8. Description of Facility:
This checklist evaluates the Dibble Creek Workaround area, which would be constructed outside of existing utility corridors.

The Dibble Creek Workaround is located within the incorporated limits of the City of Red Bluff. At this workaround, the fiber optic running line will run along the west side of the UPRR ROW onto private property for a distance of approximately 1,600 feet. The intent of the workaround is to satisfy UPRR safety guidelines by maintaining a uniform setback from the centerline of the ROW in an area where the ROW narrows from 100 to 50 feet on each side of the centerline, and where another fiber optic line is in place. The line will run approximately parallel to the railroad. The permanent easement will be five feet wide after construction. An additional ten feet temporary easement will be used during the construction period for access purposes. At its southern end, the workaround passes through a storage yard. The northern 500 feet of workaround passes through natural savannah habitat. A seasonal, non-jurisdictional wetland swale meanders through this savannah.



Level 3 Communications Infrastructure Project

Figure 3-1

Dibble Creek Workaround Site Vicinity Map

Aspen Environmental Group

The closest residences are located approximately ¼mile away, across Interstate 5. This seasonal wetland swale is not the same as the large jurisdictional wetland associated with Dibble Creek.

Site development will begin with pre-construction surveys as required to mark environmentally sensitive areas for avoidance. As required, brush will be cleared and the area of cable placement will be grubbed.

The fiber optic cable will be installed along the workaround by plowing, trenching, or directional boring to a depth of approximately five feet and a width of one foot. The specific technique will vary depending upon site conditions. The wetland swale along the northern portion of the workaround will be avoided by directional boring for a distance of 400 to 500 feet. A " plow may be used when wet, soft, or restricted areas are encountered. After the innerduct is buried, usually with 42 inches of cover, the fiber optic cable is pulled through the innerduct and spliced at regularly spaced handholes. Handholes are round structures approximately 36 inches in diameter made of concrete and fiberglass composite, and are used to house splices and provide access to the fiber cable for maintenance. These handholes result in minimal environmental disturbance. Handhole structures will be buried approximately 6 to 24 inches below the ground surface or the top of the cover may be set at grade. They will be located approximately every 3,600 feet along the ROW.

Following construction, the disturbed soil surface will be restored (e.g., re-graded to original slope) within two days and revegetated. If open trenching is required, select, compacted fill will be placed in the trench prior to regarding and revegetation. In areas where erosion control is required due to topographical or hydrological conditions, site-appropriate measures will be incorporated into a Stormwater Pollution Prevention Plans (SWPPP). These measures may include use of devices such as straw bales or fiber mats for temporary erosion-control impacts and/or erosion-controlling plant materials native to the local areas to preclude long-term erosion. Where necessary to ensure establishment of erosion-controlling plant materials, a temporary irrigation system will be installed or periodic watering by water trucks will be used. The appropriate Regional Water Quality Control Board will approve erosion-control measures in each SWPPP.

Except for periodic inspections, negligible maintenance activities on the workarounds are anticipated once a native vegetation cover has been re-established. There are no other operation-phase activities associated with the workaround. No public utilities will be required for either construction or operation of the workaround.

The proponent will fully compensate a grantor of an easement for any damage or injury done to livestock, growing crops, improvements, structures, parking areas, landscaping, and other appurtenances in the course of construction and (minimal) maintenance of the workaround. Level 3 agrees that the workarounds, as well as any areas adjacent to, but outside the workaround easements that are altered or damaged as a result of construction or maintenance by Level 3, shall be restored to their prior condition when work is completed. When the agreement ends, responsibilities for maintenance revert to the property owner.

Current and potential cumulative projects in the vicinity of the proposed Dibble Creek Workaround site conforming to the following criteria are shown in Table 3-1 of the PEA (PEA, 2000, follows p. 3-37). Criteria for inclusion of a project in the table are as follows:

- Projects that are within two miles of the site. In some cases these projects are in more than one jurisdiction.

- Projects that are scheduled for construction from one year before to one year after the "construction window" for the project-related facilities, or between March 1999 to March 2003.

- Current projects that include those which have been approved by the lead agency and have had their environmental document signed, approved, and/or certified.

- Potential projects that have been formally submitted to the lead agency and which are defined well enough to discern where they are, what they are (type of land use), and how big they are (acres, dwelling units, square footage, etc.). Although these submitted, but not approved projects are considered "speculative" under CEQA, they give an indication of potential future development around the facility site.

Table 3-1 of the PEA indicates on current project within two miles of the workaround. The project is a planned Pacific Fiber Link/Worldwide Fiber ILA site located one mile west of the workaround area. No approved future project are listed in the table. Pending future projects include development of two planned residences located approximately 0.25 mile southwest of the workaround.

9. Surrounding Land Uses and Environmental Setting:

The site is bordered by the UPRR ROW to the east. A wetland swale is located between the workaround and the UPRR ROW on the southwestern sector. It meanders across the workaround in the northeastern sector. SR-36 (Beegum Road) is located approximately 300 feet southwest of the site. The southwestern portion of the workaround passes through an equipment storage yard, while the northwestern portion of the workaround and the wetland swale pass through a blue oak savannah. Dibble Creek is located approximately 70 feet south of the workaround . Resource-specific baseline settings are provided in Sections I – XVI of this checklist.

10. Other Agencies Whose Approval is Required:

The site is located within the jurisdiction of the City of Red Bluff (City). It is also located within the Tehama County Air Pollution Control District (TCAPCD).

The utility use is permitted by right in the City's General Industrial zone. No discretionary permits are required.

Specific local policies relevant to each of the sixteen environmental impact issue areas are provided in Table 2 of the PEA (PEA, 2000, follows p. 3-37). When there are no relevant policies, this fact is stated with an explanation. Sources for the policies are provided at the end of the listing.

11. Determination:

On the basis of the analysis of this Initial Study, the proposed facility would not have a significant effect on the environment because the Environmental Commitments and the mitigation measures described below would be incorporated into its design and construction.

The proposed workaround area is part of the project addressed in a Application for Modification an existing Certificate of Public Convenience and Necessity (CPCN) (Decision No. 98-03-066). That CPCN Decision was supported by a Mitigated Negative Declaration that included mitigation measures to be implemented in the construction and operation of the previously approved

telecommunications facilities within existing utility rights-of-way. The project will incorporate all of the mitigation measures outlined in the previous Decision, as well as those of this environmental review, into its design and construction of the project. Therefore, the actions previously imposed as mitigation measures in the CPCN Decision are now Environmental Commitments for the facility addressed herein. In summary, these Environmental Commitments include:

- Measures to mitigate potential impacts to various resources
- All required local, regional, state and federal approvals and permits required for construction and operation of the project
- Coordination with local and resource management agencies
- Notifications of adjacent property owners
- Coordination with other utility projects in the area
- Documentation and reporting of compliance.

A complete listing of the mitigation measures from the previous Negative Declaration is provided in Appendix E of the PEA (PEA, 2000, Volume 3). The site-specific details of how the proponent will implement these Environmental Commitments are provided by resource in the checklist that follows this section.

I. AESTHETICS

Setting

The site is in a predominantly rural landscape composed of an incoherent assemblage of built structures and infrastructure, equipment, and natural features. Existing visual quality, viewer sensitivity, and viewer exposure are considered low while visual absorption capability is rated moderate to high (see the Visual Analysis Data Sheet at the end of this Site Initial Study). The workaround will result in minimal evidence of its presence and will not be inconsistent with existing landscape characteristics. Therefore, no project-induced visual contrast is anticipated. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant visual impacts are expected and no mitigation measures are recommended. Figure 3-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 3-I-2 shows the view from the Key Viewpoint. These figures are at the end of this Site Initial Study checklist.

Evaluation

a)	Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The project site is not located within the viewshed of a scenic vista. Furthermore, the proposed project will not appreciably change the existing visual character of the project site.

b)	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The site is not located on, or in close proximity to, scenic resources such as trees or rock outcroppings. The site is visible from State Route 36, a state-designated scenic highway. However, views of the site would be brief for northbound/westbound traffic and the only aboveground evidence of the workaround would be the periodic warning markers which would not be noticeable within the context of the existing landscape features.

c)	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The southern portion of the workaround visible from State Route 36 passes through a highly disturbed area presently used as an equipment storage yard. Existing views from State Route 36 provide a brief, overall impression of a rural landscape consisting of built facilities and equipment contrasting with naturally-appearing vegetation and water features. The proposed project would not substantially degrade the existing visual character or quality of the site or surroundings.

d)	Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. There will be no permanent lighting associated with the workaround.

II. AGRICULTURAL RESOURCES

Setting

The northern portion of the site is located in blue oak savannah while the southern portion of the site is presently used as an equipment storage yard. The site does not appear to have been used for agriculture in the recent past. The site is not located on Prime Farmland nor is it under a Williamson Act Contract. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant agricultural impacts are anticipated as a result of project implementation.

Evaluation

a)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The site is not located on land designated as Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. Therefore, the proposed project would not result in the conversion of such farmland to non-agricultural uses.

b)	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The site is not zoned for agricultural use nor is the site under a Williamson Act contract.

c)	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The site does not retain properties of significant agricultural value (see [a] and [b] above). Project construction would not result in the conversion of farmland or significant agricultural potential to a non-agricultural use.

III. AIR QUALITY

Setting

The project site is located near Dibble Creek, which lies in the City of Red Bluff in Tehama County. Tehama County is located within the Northern Sacramento Valley Air Basin, which is a subregion within the Sacramento Valley Air Basin. The Northern Sacramento Valley Air Basin, which includes Butte, Colusa, Glenn, Shasta, Sutter, Tehama, and Yuba Counties, is currently designated as a nonattainment area for the state ozone and PM_{10} standards (California EPA, 1998).

The California Clean Air Act requires plans to be developed for areas designated as nonattainment, except of the state PM_{10} standard. Such plans are to include strategies for attaining the standards. The current ozone "attainment" plan is the *Northern Sacramento Valley Air Basin 1997 Air Quality Attainment Plan*. This ozone plan relies on a set of emissions control measures, some of which are to be implemented at the local air district level and others of which are to be implemented at the state and federal levels. Generally, stationary source control measures are to be implemented by the air district, while mobile and area source control measures are to be implemented at the state level by the Air Resources Board and at the federal level by the U.S. Environmental Protection Agency (U.S. EPA).

Two relevant statewide mobile source control measures relate to construction activities. First, the state has established specifications for all diesel fuel sold in California. Enforcement of the specifications is made on individual refiners. Second, the state has established emission standards for off-road equipment. These standards are enforced on engine manufacturers.

The state wide ozone strategy calls for extending emission standards to a wider set of equipment and a tightening of emission standards for those currently subject to regulation. Specifically, with respect to off-road industrial (diesel) equipment greater than 175 horsepower (including farm and construction equipment), the State of California will tighten the NO_x standard for new engines to 2.5 grams per brake-horsepower-hour beginning with the 2005 model year. U.S. EPA regulates emissions from

engines on new farm and construction equipment less than 175 horsepower. The statewide strategy relies upon U.S. EPA to extend the NO_x standard cited above to new engines within that class by 2005. The State of California will phase-in emissions controls for gasoline-powered equipment between 25 and 175 horsepower (not including farm and construction equipment) beginning with model year 2000. U.S. EPA will extend these emissions controls to new gasoline-powered farm and construction equipment within that class.

TCAPCD does not provide quantitative significance thresholds for construction-related emissions. The district relies on compliance with fugitive dust control measures to ensure that impacts of construction projects are less than significant (Rule 4:24). During network operations, activities on the workaround site will be limited to an occasional inspection and maintenance visits. These emissions will be negligible and require no further analysis

Evaluation

a)	Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
		☐	☐	☒	☐

a) Less Than Significant Impact. Estimates of emissions from internal combustion engines and fugitive dust are provided in Table 3-III-1 (PEA, 2000, Table 3-3, follows p. 3-37). There are no quantitative thresholds of significance for construction-related engine or fugitive dust emissions. However, TCAPCD requires dust control measures to be implemented during construction. Level 3 would implement a comprehensive series of dust control measures to manage fugitive dust during construction (see below). Therefore, potential impacts during construction of the proposed project are less than significant.

Given the small scale of the construction and its temporary nature, project construction will not significantly affect regional ozone concentrations. In that context, while construction activities will generate emissions of the ozone precursors, NO_x and ROC, the applicable ozone plan anticipates that such emission sources would be regulated at the state and federal level, rather than on a project-by-project basis at the local level. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan.

Level (3) has committed to the following measures:

Level (3) will implement a construction-phase dust abatement program based on TCAPCD Rule 4:24 (Fugitive, Indirect, or Non-Traditional Sources), which will include the following:

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard;
- Apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites; and
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

TABLE 3--III-1 AIR QUALITY CALCULATIONS

Construction Engine Emissions

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (hrs or trips) [1]	DAYS OF ACTIVITY	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (g/hr) [2]	NO_x Daily (lbs/day)	NO_x Total (tons)	ROC EF (g/hr) [2]	ROC Daily (lbs/day)	ROC Total (tons)	PM_{10} EF (g/hr) [2]	PM_{10} Daily (lbs/day)	PM_{10} Total (tons)	SO_x EF (g/hr) [2]	SO_x Daily (lbs/day)	SO_x Total (tons)	CO EF (g/hr) [2]	CO Daily (lbs/day)	CO Total (tons)	NOTES
Surveying & Potholing (10 tons)																					
Backhoe Loader	78	10	2	1	-	774	17.1	0.0171	64	1.4	0.0014	13	0.29	0.0003	58	1.27	0.0013	79	1.7	0.0017	6
Vac Truck	C6500	1	2	-	15	2.2	0.1	0.0001	0.66	0.0	0.0000	0.05	0.00	0.0000	0.3	0.02	0.0000	9.6	0.6	0.0006	7
Surveying Lt-Heavy Duty Truck	3/4 - 1 ton	1	2	-	15	2.2	0.1	0.0001	0.66	0.0	0.0000	0.05	0.00	0.0000	0.3	0.02	0.0000	9.6	0.6	0.0006	7
Lt-Heavy Duty Truck	3/4 - 1 ton	3	2	-	15	2.2	0.4	0.0004	0.66	0.1	0.0001	0.05	0.01	0.0000	0.3	0.06	0.0001	9.6	1.9	0.0019	7
Worker Light Truck	Light	8	2	-	15	1.0	0.5	0.0005	0.35	0.2	0.0002	0	0.00	0.0000	0.06	0.03	0.0000	7.2	3.8	0.0038	7
Maxima and Subtotals (Surveying & Potholing)							18.3	0.0183		1.8	0.0018		0.31	0.0003		1.41	0.0014		8.7	0.0087	13
Boring & Clearing (500 feet)																					
Boring Rig (Rock)	DD6	10	4	1	-	4.2	0.1	0.0002	0.19	0.0	0.0000	0.26	0.01	0.0000	0.45	0.01	0.0000	1.8	0.0	0.0001	8
Rig Truck & Trailer	HH Truck	1	4	-	15	11.3	0.7	0.0015	2.2	0.1	0.0003	0.6	0.04	0.0001	0.3	0.02	0.0000	14.0	0.9	0.0019	7
Water Truck	4500 gal.	1	4	-	15	11.3	0.7	0.0015	2.2	0.1	0.0003	0.6	0.04	0.0001	0.3	0.02	0.0000	14.0	0.9	0.0019	6
Skid Truck	3/4 - 1 ton	1	4	-	15	2.24	0.1	0.0003	0.66	0.0	0.0001	0.05	0.00	0.0000	0.31	0.02	0.0000	9.57	0.6	0.0013	7
Dozer (D4)	D4	10	4	1	-	977	21.5	0.0431	69	1.5	0.0030	11	0.25	0.0005	72	1.58	0.0032	77	1.7	0.0034	6
Dozer (D6)	D6	10	4	1	-	1660	36.6	0.0732	110	2.4	0.0049	15	0.33	0.0007	105	2.31	0.0046	110	2.4	0.0049	6
Backhoe Loader	416C	10	4	1	-	774	17.1	0.0341	64	1.4	0.0028	13	0.29	0.0006	58	1.27	0.0025	79	1.7	0.0035	6
Flatbed	3/4 ton	2	4	-	15	2.2	0.3	0.0006	0.66	0.1	0.0002	0.05	0.01	0.0000	0.31	0.04	0.0001	9.57	1.3	0.0025	7
Lt-Heavy Duty Truck	3/4 - 1 ton	7	12	-	15	2.2	1.0	0.0062	0.66	0.3	0.0018	0.05	0.02	0.0001	0.31	0.14	0.0009	9.57	4.4	0.0266	7
Worker Light Truck	Light	12	4	-	15	1.0	0.8	0.0016	0.4	0.3	0.0006	0	0.00	0.0000	0.06	0.05	0.0001	7.2	5.7	0.0115	7
Subtotals (Boring & Clearing)							79.0	0.1622		6.4	0.0140		0.99	0.0021		5.48	0.0115		19.8	0.0573	13
Trenching (1,100 feet)																					
Backhoe Loader	78	10	3	1	-	774	17.1	0.0256	64	1.4	0.0021	13	0.29	0.0004	58	1.27	0.0019	79	1.7	0.0026	6
Dozer (D4)	D4	8	3	1	-	977	17.2	0.0258	69	1.2	0.0018	11	0.19	0.0003	72	1.27	0.0019	77	1.4	0.0020	6
Ag. Tractor	225	10	3	1	-	1238	27.3	0.0409	75	1.7	0.0025	9.0	0.20	0.0003	90	1.98	0.0030	75	1.7	0.0025	6
Water Truck	132	10	3	1	-	1310	28.9	0.0433	40	0.9	0.0013	50	1.10	0.0017	125	2.76	0.0041	170	3.7	0.0056	8
Lt-Heavy Duty Truck	3/4 - 1 ton	1	3	-	15	2.24	0.1	0.0002	0.66	0.0	0.0001	0.05	0.00	0.0000	0.31	0.02	0.0000	9.57	0.6	0.0009	7
Worker Light Truck	Light	10	3	-	15	1.0	0.7	0.0010	0.35	0.2	0.0003	0	0.00	0.0000	0.06	0.04	0.0001	7.22	4.8	0.0072	7
Maxima and Subtotals (Trenching)							91.3	0.1369		5.4	0.0082		1.79	0.0027		7.34	0.0110		13.9	0.0208	
Proofing (10 tons)																					
Backhoe Loader	78	10	1	1	-	774	17.1	0.0085	64	1.4	0.0007	13	0.29	0.0001	58	1.27	0.0006	79	1.7	0.0009	6
Lt-Heavy Duty Truck	3/4 - 1 ton	2	1	-	15	11	1.5	0.0007	2.2	0.3	0.0001	0.6	0.08	0.0000	0.3	0.04	0.0000	14	1.9	0.0009	7
Worker Light Truck	Light	3	1	-	15	1.0	0.2	0.0001	0.35	0.1	0.0000	0	0.00	0.0000	0.06	0.01	0.0000	7.2	1.4	0.0007	7
Maxima and Subtotals (Proofing)							18.7	0.0094		1.8	0.0009		0.37	0.0002		1.33	0.0007		5.0	0.0025	13
Cable Installation & Splicing (10 tons)																					
Backhoe Loader	78	10	1	1	-	774	17.1	0.0085	64	1.4	0.0007	13	0.29	0.0001	58	1.27	0.0006	79	1.7	0.0009	6
Flatbed	3/4 ton	1	1	-	15	2.2	0.1	0.0001	0.7	0.0	0.0000	0.05	0.00	0.0000	0.31	0.02	0.0000	9.6	0.6	0.0003	7
Lt-Heavy Duty Truck	3/4 - 1 ton	2	1	-	15	2.2	0.3	0.0001	0.7	0.1	0.0000	0.05	0.01	0.0000	0.31	0.04	0.0000	9.6	1.3	0.0006	7
Worker Light Truck	Light	5	1	-	15	1.0	0.3	0.0002	0.35	0.1	0.0001	0	0.00	0.0000	0.06	0.02	0.0000	7.2	2.4	0.0012	7
Maxima and Subtotals (Cable & Splicing)							17.8	0.0089		1.7	0.0008		0.30	0.0002		1.35	0.0007		6.0	0.0030	13
Handholes (12 tons)																					
Backhoe Loader	78	10	1	1	-	774	17.1	0.0085	64	1.4	0.0007	13	0.29	0.0001	58	1.27	0.0006	79	1.7	0.0009	6
Flatbed	3/4 ton	1	1	-	15	2.2	0.1	0.0001	0.7	0.0	0.0000	0.05	0.00	0.0000	0.31	0.02	0.0000	9.6	0.6	0.0003	7
Lt-Heavy Duty Truck	3/4 - 1 ton	2	1	-	15	2.2	0.3	0.0001	0.7	0.1	0.0000	0.05	0.01	0.0000	0.31	0.04	0.0000	9.6	1.3	0.0006	7
Worker Light Truck	Light	4	1	-	15	1.0	0.3	0.0001	0.35	0.1	0.0000	0	0.00	0.0000	0.06	0.02	0.0000	7.2	1.9	0.0010	7
Maxima and Subtotals (Handholes)							17.8	0.0089		1.6	0.0008		0.30	0.0002		1.35	0.0007		5.5	0.0028	13
Markers																					
Flatbed	3/4 ton	1	1	-	15	2.2	0.1	0.0001	0.7	0.0	0.0000	0.05	0.00	0.0000	0.3	0.02	0.0000	9.6	0.6	0.0003	7
Worker Light Truck	Light	2	1	-	15	1.0	0.1	0.0001	0.4	0.0	0.0000	0	0.00	0.0000	0.06	0.01	0.0000	7.2	1.0	0.0005	7
Maxima and Subtotals (Markers)							0.3	0.0001		0.1	0.0000		0.00	0.0000		0.03	0.0000		1.6	0.0008	13
Restoration																					
Ag. Tractor	225	10	1	1	-	2370	52.2	0.0261	180	4.0	0.0020	15	0.33	0.0002	135	2.98	0.0015	205	4.5	0.0023	6
Dozer (D6)	153	10	1	1	-	1660	36.6	0.0183	110	2.4	0.0012	15	0.33	0.0002	105	2.31	0.0012	110	2.4	0.0012	6
Water Truck	1,000 gal.	10	1	1	-	1310	28.9	0.0144	40	0.9	0.0004	50	1.10	0.0006	125	2.76	0.0014	170	3.7	0.0019	6
Lt-Heavy Duty Truck	3/4 - 1 ton	2	1	-	15	11.3	1.5	0.0007	2.2	0.3	0.0001	0.6	0.08	0.0000	0.3	0.04	0.0000	14.0	1.9	0.0009	7
Worker Light Truck	Light	6	1	-	15	1.0	0.4	0.0002	0.4	0.1	0.0001	0	0.00	0.0000	0.1	0.02	0.0000	7.2	2.9	0.0014	7
Maxima and Subtotals (Restoration)							119.6	0.0598		7.7	0.0039		1.84	0.0009		8.11	0.0041		15.4	0.0077	13
Maxima and Subtotals, Construction Engine Emissions [3]							119.6	0.4046		7.7	0.0304		1.84	0.0065		8.11	0.0300		19.8	0.1037	14
Total Construction Emissions (Fugitive plus exhaust)								0.4046			0.0304		31.05	0.2168			0.0300			0.1037	15
Construction Thresholds							N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	
Insignifigant Impact [9]							N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	

(Continued)

Construction Fugitive Dust Emissions

SOURCE	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	AREA OF GRADING / TRENCHING	PM10 EMISSIONS EF	PM10 EMISSIONS (daily lbs)	PM10 EMISSIONS (total tons)	NOTES
General Construction Activities	10	14	0.73 acres	39.4 lb/acre-day	29.0	0.2027	10
Trenching - Cable Installation	10	3	--	0.51 lb/hr	5.1	0.0076	
Wind Erosion	24	3	0.04 acres	6.60 lb/acre-day	0.2	0.0004	11
Subtotal, Construction Fugitive Emissions [3]					29.2	0.2103	
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) [3]						0.2168	

'- = Not applicable

Unit abbreviations: g/hr = grams per hour, lb/day = pounds per day, tpy = tons per year, tpq = tons per quarter

(1) Daily amount is measured in hours for off-road construction equipment (e.g., backhoe), and in number of trips for on-road vehicles (e.g., worker light-truck).

(2) Emission factors are in grams per hour for off-road equipment, and in grams per mile for on-road vehicles.

(3) Construction emission subtotals are for the complete project. Major pieces of construction off-road equipment (e.g., backhoe, dozer) are used consecutively, not concurrently.

(4) Workarounds have no equipment operating after construction (trenching for long-haul fiber optic cable).

(5) Dozerr will work only 8 hours per day to keep it's NOx daily emission rate below the level of significance (55 lbs/day).

(6) Emission factors are from Caterpillar Corp.

(7) MVEI7G Emission Factors (1998, 15mph, 75°F)

(8) SCAQMD CEQA Handbook, Tables A9-8-A & A9-8-B

(9) Construction emissions have insignifigant impact when no emission of a major piece of off-road equipment exceeds threshold (i.e., major pieces are used sequentially, not concurrently).

(10) Area subjected to general construction activity is 1,200-foot length of workaround times 20-foot width. Period of time equals sum of days for all construction activities.

(11) Wind erosion applies to days for plowing/trenching fiber optic cable along full length of workaround.

(12) Construction fugitive PM10 emissions have an insignificant impact because no numerical regulatory limits apply.

(13) Off-site emissions plus highest daily emissions from a single piece of onsite equipment. Onsite equipment does not operate simultaneously.

(14) Different stages of construction (e.g., trenching and proofing) do not occur simultaneously.

b)	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

b) Less Than Significant Impact. The project site is in an area designated as nonattainment for the state ambient air quality standards for ozone and PM_{10}.

There are no quantitative thresholds of significance for construction-related engine or fugitive dust emissions. However, as described above, TCAPCD requires dust control measures to be implemented during construction. Consequently, Level 3 will implement a comprehensive dust control abatement program as outlined above to mitigate potential dust impacts.

c)	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal and state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

c) Less Than Significant Impact. The Dibble Creek Workaround is one of two PEA sites in Tehama County and under the jurisdiction of the TCAPCD. The other site is the Corning ILA Station.

Construction at the Dibble Creek Workaround and construction or operations of the Corning ILA would not occur simultaneously. As a result, any short-term cumulative impacts resulting from construction at multiple Level 3 project sites would be avoided. To prevent cumulatively significant emissions of PM_{10} during construction, Level 3 will comply with the requirements of TCAPCD fugitive dust control measures. Emissions would cease when construction activities end. Therefore, the incremental cumulative net increase in pollutant emissions would be less than significant.

d)	Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. Along much of its length, the workaround passes through an industrial area containing substantial abandoned land. The closest sensitive receptors (residences) are located approximately ¼ mile away, across Interstate 5 (Figure 3-2). This distance is long enough to prevent the limited amount of construction emissions generated at the Dibble Creek Workaround from exposing the sensitive receptors to substantial pollutant concentrations.

e)	Would the project create objectionable odors affecting a substantial number of people?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The project would not include activities that create objectionable odors.

IV. BIOLOGICAL RESOURCES

Setting

The proposed Dibble Creek Workaround extends for approximately 1,600 feet immediately outside the west edge of the UPRR ROW. The southern 1,100 feet of the workaround are within an equipment storage yard that is characterized by bare ground, gravel, and ruderal vegetation. A seasonal wetland swale meanders along the UPRR ROW. The northern 500-foot-long portion intersects blue oak savannah through which the seasonal wetland swale meanders. The savannah is characterized by several large blue oaks (*Quercus douglasii*) and a dense herbaceous understory with nodding needlegrass (*Nassella cernua*). Dominant plants in the wetland swale include popcorn flower (*Plagiobothrys* sp.), low barley (*Hordeum depressum*), and toad rush (*Juncus bufonius*).

Evaluation

a)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less than Significant Impact. The occurrence potential for all sensitive species recorded in the California Natural Diversity Database Search for the site vicinity is included in Table 5 (Red Bluff East and Red Bluff West Quadrangles, California Department of Fish and Game, March 2000). The proposed workaround intersects wetland habitat with potential to support two special status plants: silky cryptantha (*Cryptantha crinita;* federal species of concern, and CNPS list 1B) and red bluff dwarf rush (*Juncus leiospermus* var. *leiospermus;* federal species of concern, and CNPS list 1B). This wetland area and any associated 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 will be avoided by directional bore as described in the mitigation below:

Applicant-Proposed Measure: The seasonal wetland swale that meanders along the northern 500 feet of the Dibble Creek Workaround will be avoided by a directional bore. The sensitive habitat will be identified and marked by a qualified biologist. The beginning and ending bore points will be located outside of the identified area. Such action will eliminate disturbance to the wetland area and any associated special status species.

b)	Would the project 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 U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

b) Less than Significant Impact. The proposed workaround will not directly affect any wetland with potential for the occurrence of rare or special status species because construction will be by directional boring under the wetland, as described in the Applicant-Proposed Measure, above.

c)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

Table 3-IV-1
Potential for Habitat at the Dibble Creek Workaround to Support Sensitive Species Occurring in the Vicinity

Silky cryptantha (*Cryptantha crinita*) is a small annual that is listed as a federal species of concern and CNPS List 1B. It occurs in a variety of habitats including woodland, grassland, and riparian and coniferous forest. It is most closely associated with dry, gravelly streambeds. The CNDDB had 3 occurrence records in the project vicinity, including two records from Dibble Creek. *Seasonal wetland habitat adjacent to the work around has high potential to support this species.*
Woolly meadowfoam (*Limnanthes floccosa* ssp. *floccosa*) has a CNPS listing of 2. It is found associated with a variety of habitats, including chaparral, cismontane woodland, vernal pool, wetlands, valley and foothill grassland communities. *The work around area has high potential to support this plant near the seasonal wetland area and upland margins of this habitat.*
Red Bluff dwarf rush (*Juncus leiospermus* var. *leiospermus*) is a small herb designated by the CNPS as List 1B. It occurs in valley and foothill grassland or chapparal in seasonally wet areas, including the outer margins of vernal pools. The type locality, for this species is 2 miles south of Red Bluff (3 miles south of the work around). *The work around area has high potential to support this plant near the seasonal wetland area and upland margins of this habitat.*
Dwarf downingia (*Downingia pusilla*) has CNPS listing of 2. It occurs in valley and foothill grassland or in seasonally wet areas, including the outer margins of vernal pools. *The work around area has high potential to support this plant near the seasonal wetland area and upland margins of this habitat.*
Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is a federally threatened species that occurs only in the Central Valley of California. It is closely associated with its host plant, elderberry (*Sambucus mexicana*), where the beetle deposits its eggs. Elderberry bushes are often associated with riparian areas but may occur in upland habitat far from any water source. *Although the habitat at the work around is capable of supporting elderberries and elderberries are common in the general area, none were observed during a field survey of the site.*
Chinook salmon winter run (*Oncorhynchus tshawtscha winter run*), a federal endangered and California state endangered species, requires clean cold water over gravel beds with a narrow range of temperatures for spawning. *Appropriate aquatic habitat for the Chinook salmon winter run is not found at the work around.*
Yellow-breasted chat (*Icteria virens [nesting]*), a California state species of concern, prefers riparian forest, riparian scrubs and riparian woodlands. *Although the habitat at the work around is capable of supporting the Yellow-breasted chat none were observed during a field survey of the site.*
Osprey (*Pandion haliaetus* [nesting]) has no federal or state status. It prefers riparian forest areas, and builds large nests in tree-tops within 15 miles of fish-producing bodies of water. *No suitable habitat exists on the site for this species.*
The bank swallow (*Riparia riparia*) is a California state threatened species. Nesting habitat requirements include vertical cliffs or banks with fine textured sandy soils, usually by streams, rivers, lakes, or ocean margins. The CNDDB has 4 records of nesting bank swallow from the project vicinity but all sites are located on the Sacramento River. *No suitable nesting habitat is present at the site.*
The burrowing owl (*Athene cunicularia*) is a federal and California state species of concern. This species utilizes the abandoned burrows of ground squirrels, foxes, and other small animals. Burrowing owls are often found in open, dry grasslands, deserts, and scrublands with low-growing vegetation. *No suitable habitat exists on the site for this species.*

Swainson's hawk (*Buteo swainsoni*) is a California state threatened species. They occur in open grassland, juniper and sage flats, and desert scrub habitat. Nests are often placed in a small cluster of trees or in a single isolated tree. The CNDDB had one record of a nesting Swainson's hawk east of the site on the Sacramento River. *There is no potential for nesting Swainson's hawk at the site because the site has no trees or other suitable nesting habitat.*
The western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a California state endangered species. This bird is strongly associated with riparian forests that have declined drastically in California over the last 150 years. The CNDDB has records in the project vicinity along the Sacramento River. *There is no suitable habitat on the site for this rare species.*
Yellow warbler (*Dendroica petechia brewsteri*), a California state species of concern, prefers riparian woodland habitat. *There is no potential for nesting at the site because the site has no suitable nesting habitat.*

Source: California Department of Fish and Game (CDFG), *Red Bluff East and Red Bluff West Quadrangles*, *California Natural Diversity Database,* March 2000.

c) Less than Significant Impact. The proposed workaround does not intersect any federally protected wetlands as defined by Section 404 of the Clean Water Act. The season, non-jurisdictional wetland located along the northern 500 feet of the workaround will not be directly impacted because this entire length of workaround will be directionally bored, as described above in the Applicant-Proposed Mitigation.

d)	Would the proposal 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?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The site does not provide a significant migration or movement corridor for native fish or wildlife, nor does it provide habitat suitable for nursery sites.

e)	Would the proposal conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. There are no local policies or ordinances associated with the project site.

f)	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plan associated with this site.

V. CULTURAL RESOURCES

Setting

The Dibble Creek Workaround is in the northern Sacramento River Valley along Dibble Creek, a tributary of the Sacramento River. It is located in the northern portion of the City of Red Bluff, Tehama County. The site is within the ethnographic territory of the River Nomlaki.

Evaluation

a)	Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b)	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) and b) No Impact. An archival records search was completed of the site and area within a half-mile radius by the California Historical Resources Information System (CHRIS), Northeast Information Center, CSU Chico. The search also included a check of the California Office of Historic Preservation Historic Property Data File for Tehama County, the National Register of Historic Places (listings and eligibility determinations), California Points of Historical Interest, California Register of Historical Resources, California Historical Landmarks and other references including *Historic Spots in California* and *Gold Districts of California*. The records search reported two surveys for cultural resources within a half-mile of the project and that a small portion of the project site had been previously surveyed (File No. D99-65).

The CHRIS records search reported four prehistoric archaeological sites (CA-TEH-71A, CA-TEH-1744, CA-TEH-1745, and CA-TEH-1837) recorded within a half-mile of the project area. One of these, CA-TEH-71A, is a prehistoric and/or ethnographic village site with five house pits. There is insufficient information to provide an exact location for this site; it may extend into the project area. The three other sites all have midden and debitage. Two of these, CA-TEH-1744 and CA-TEH-1745, also have house pits (File No. D99-65).

No historic resources within half-mile of the site are listed on the California State Historic Resources Inventory, the National Register of Historic Places, the California Historical Landmarks, California Register of Historical Resources, nor the California Points of Historical Interest.

The State of California Native American Heritage Commission (NAHC) completed a search of the NAHC Sacred Lands file with negative results and identified locally knowledgeable Native Americans for follow-on contact/consultation. These individuals were contacted, and no response has been sent to Level 3 as of March 14, 2000.

The field survey of the parcel was negative. No cultural resources potentially eligible for the California Register of Historic Resources are present on the property.

Applicant-Proposed Mitigation: Because of the potential for a subsurface component of archaeological site CA-TEH-71A to extend into the project area, all grading and excavation for construction within the project area will be monitored by an archaeologist. If archaeological material is encountered, the monitor will have the authority to halt cable installation so that the material can be evaluated for the California Register of Historical Resources. If determined eligible, measures recommended by the archaeologist could include a data recovery program. The data recovery plan would be submitted to CPUC for review and approval prior to implementation.

c)	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

c) Less than Significant Impact. Holocene stream deposits (unit Qsc) underlie the project site. No fossil site is located on the project site or elsewhere in the Red Bluff East 7.5-minute quadrangle. Potential exists for late Pleistocene and early Holocene paleontologic resources in the subsurface on the project. However, it is unlikely that construction-related excavation will extend to a depth sufficient to encounter any remains old enough to be considered fossilized (PEA, 2000, p. 14 –15).

Applicant-Proposed Measure: Should any fossil remains be encountered during earth moving activities in Quaternary alluvium at the project site, work will be diverted temporarily around the remains. A qualified vertebrate paleontologist will be immediately called to the site to recover the remains and recommend appropriate mitigation measures following Society of Vertebrate Paleontology Guidelines for mitigating adverse construction-related impacts on paleontologic resources and for the museum's acceptance of a monitoring program for fossil collection.

d)	Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

d) Less than Significant Impact. The CHRIS records search and field survey provided no evidence of the presence of human remains (File No. D99-65) although the presence of an archaeological deposit associated with ethographic village (CA-THE-71A) suggests some potential for Native American burials. If suspected human remains are encountered during construction, operations will stop until the proper official is notified, the find evaluated, any mitigation recommendations implemented, and Level 3 has been cleared to resume construction in the area of the find (see *Level 3 Long-Haul Fiber Optics Project Cultural Resources Procedures* (PBNS, 1999:25-39)).

VI. GEOLOGY AND SOILS

Setting

The project site is located in a relatively stable geologic area at the northern end of the Central Valley. It is not located within an Alquist-Priolo zone, landslide, liquefaction, or subsidence hazard area (CDMG, 1973, 1999). The area may experience minor to moderate groundshaking from faults in the

region as well major faults outside of the area. Soil in the project area is classified as highly expansive (CDMG 1973).

Evaluation

a)	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of 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 Mines and Geology Special Publication 42. ii) Strong seismic-related groundshaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The workaround consists only of installing underground fiber optic cable, no structures, and therefore potential seismic hazards are negligible.

b)	Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The project area is relatively flat and is located in an area designated as having low erosion activity (CDMG, 1973).

c)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project site is relatively flat and is not located in an area with unstable soil or geologic units.

d)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d**)** No Impact. The soil in the project area is designated as highly expansive (CDMG, 1973). However, as no buildings are planned for the site the potential impact is minimal to none.

e)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. No buildings are planned for this site, therefore it would not require any facilities for disposal of wastewater.

VII. HAZARDS AND HAZARDOUS MATERIALS

Setting

Review of a database of regulatory agency recognized hazardous waste sites revealed no potentially contaminated sites at or within one mile of the project site (Vista, 1999). No schools are located within one-quarter mile of the site, and it is not located in the vicinity of an airport or within an airport land use plan.

Evaluation

a)	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The Proponent will handle hazardous materials used on site during construction, using best management practices.

b)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. During construction best management practices would be used to prevent release of hazardous materials during refueling of equipment.

c)	Would the project 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 Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. No schools or proposed schools are located within one-quarter mile of the project site.

d)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The project site is not included on a list of regulatory agency recognized hazardous materials sites (Vista, 1999).

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The project site is not located within two miles of an airport or within an airport land use plan.

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. There are no private airstrips within the vicinity of the project site.

g)	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. Installation of the workaround would not alter, impair, or interfere with adopted emergency response and evacuation plans.

h)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

h) No Impact. No structures would be built on this site, therefore wildland fires would not present a significant risk to the site. Level (3) has committed to equip generators with spark arrestors to minimize potential impacts..

VIII. HYDROLOGY AND WATER QUALITY

Setting

The facility is to be constructed on an existing concrete pad. The site is not located within a 100-year floodplain (PEA, 2000, Figure 3-9).

Level (3) has committed to the following actions to ensure that hydrology/water quality impacts are minimized during construction and operation of this site. The actions will be applied as appropriate. Details regarding these actions have been provided (PEA, 2000, Appendix E, Volume 3).

- Bore under sensitive habitats when practicable;
- Implement erosion control measures during construction;
- Remove cover vegetation as close to the time of construction as practicable;
- Confine construction equipment and associated activities to the construction corridor;
- No refueling of construction equipment will take place within 100 feet of an aquatic environment;
- Comply with state, federal, and local permits;

- Perform proper sediment control;
- Prepare and implement a spill prevention and response plan;
- Remove all installation debris, construction spoils, and miscellaneous litter for proper offsite disposal; and
- Complete post-construction vegetation monitoring and supplemental revegetation where needed.

In addition to the above, a Notification of Intent (NOI) will be submitted to the applicable RWQCB and the State Water Resources Control Board for construction of the site under the General Storm Water Permit to Discharge Storm Water Associated With Construction Activity. The Storm Water Pollution Prevention Plan (SWPPP) will include the following: 1) Project Description; 2) Best Management Practices for Storm Water Pollution Prevention; 3) Inspection, Maintenance, and Record Keeping; and 4) Training.

Evaluation

a)	Would the project violate any water quality standards or waste discharge requirements?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. Proposed construction, operation, and waste disposal activities are to be performed in accordance with all applicable regulations.

b)	Would the project 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 (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)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The project will not involve groundwater extraction. Net impermeable area will not be increased on the site, so groundwater recharge will not be impacted.

c)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project involves construction on the concrete pad of an existing building. No site grading is anticipated nor will there be any net change in impervious surfaces. Thus, no changes in erosion or siltation characteristics on or off site are expected.

d)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The project involves construction on the concrete pad of an existing building. No site grading is anticipated nor will there be any net change in impervious surfaces. Thus, no changes in storm water drainage characteristics are expected.

e)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The project involves construction on the concrete pad of an existing building, so no net change in the amount and characteristics of runoff is expected.

f)	Would the project otherwise substantially degrade water quality?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

f) Less Than Significant Impact. Proposed construction practices are expected to minimize impacts to water quality to the less than significant level.

g)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. The project does not include housing.

h)	Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

h) No Impact. The project is not located within a 100-year floodplain (PEA, 2000, Figure 3-9).

i)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

i) No Impact. Failures of dams in the project vicinity would not be expected to affect the site (PEA, 2000, p. 3-24). The site is not in an area protected by levees (PEA, 2000, Figure 3-9).

j)	Would the project expose people or structures to a significant risk of loss, injury or death due to inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

j) Less Than Significant Impact. At the project location, the likelihood of occurrence of seiche, tsunami or mudflow is small (PEA, 2000, p. 3-24). Any risk to life and limb would be present only during project construction and maintenance, and is therefore considered less than significant.

IX. LAND USE PLANNING

Setting

The workaround site is adjacent and to the west of the Union Pacific Railroad (UPRR) right of way, just north of the UPRR crossing of Dibble Creek. The site is just north of downtown Red Bluff. The workaround passes through blue oak savanna and an equipment storage yard. Dibble Creek is located approximately 70 feet south of the workaround. State Route 36 is located just west and south of Dibble Creek. Much of the surrounding area is rural or undeveloped and includes rural residential development. See Figure 3-1 in this Initial Study and PEA Figures 3-1 through 3-**7** for locator maps.

The General Plan land use designation for the project site is "Industrial" and is zoned "General Industrial (M-2)." These designations would allow for the proposed use, subject to an Administrative land use Review. The proposed project would not conflict with any adjacent uses and is considered consistent with the General Plan and Zoning Ordinance. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant land use impacts are anticipated. See Figure 3-1 in this Initial Study and PEA Figures 3-5, 6, and 7 for locations of adjacent uses.

Evaluation

a)	Would the project physically divide an established community?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The project site would be undergrounded immediately adjacent to an existing railway. Its location would not divide elements of the local community.

b)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The proposed public utility use could be allowed (subject to Administrative land use Review) under the existing General Plan Designation of "Industrial" and zoning designation of "General Industrial (M-2)." Therefore, the proposed project is not expected to conflict with any applicable land use plans, policies, or regulations.

c)	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The proposed workaround would not conflict with any Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plan.

X. MINERAL RESOURCES

Setting

The project site is not located in an area designated by the state or City of Red Bluff for mineral resources (PEA, 2000, p.3-23).

Evaluation

a)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. There are no known mineral resources within the project area.

b)	Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan other land use plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. There are no known mineral resources within the project area.

XI. NOISE

Setting

The surrounding areas are occupied by a storage yard, residentially developed properties, and undeveloped/unoccupied land. Along much of its 1,600-foot length, the workaround route passes through uninhabited or very sparsely inhabited areas. However, it passes in close proximity to a storage yard (approximately 20 feet). The closest residences are located approximately ¼mile away, across Interstate 5.

The local noise regulation restricts construction activities to the period between 7 am and 7 pm on any day. There is no numerical threshold for noise from a construction site. Following installation, there would be no significant activity at the workaround, as there are no aboveground facilities. Therefore, long-term noise restrictions do not apply to the proposed project.

Evaluation

a)	Would the project result in 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?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less Than Significant Impact. The proposed project would not generate noise levels in excess of local standards during construction or operational phases because there are no numerical standards that apply. However, the City of Red Bluff has a noise regulation that restricts construction activities to

between 7 am and 7 pm on weekdays and weekends. Level 3 has committed to comply with this regulation.

The estimated maximum noise level at the nearest receptor (a storage yard) is 92 dBA. Since construction activities are linear and would proceed quickly, the nearest public receptor (located near one end of the workaround) would be exposed to this noise level for a short time, causing impacts that are less than significant.
With regard to operations, except for the occasional visit to the workaround for inspection and minor maintenance, there are no operation-phase activities. Therefore, there would be no impacts associated with project operations.

Level (3) will comply with local construction-related noise ordinances by restricting construction activities to the period 7 am to 7 pm on any day.

b)	Would the proposal result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

b) Less Than Significant Impact. Project construction would not generate excessive groundborne noise or vibration. The low level groundborne vibration and noise generated during construction would be short term in nature, and generally would not extend more than a few feet from the active work area. Since the nearest receptor is approximately 20 feet away, there would be a less than significant impact from groundborne vibrations or noise during construction.

For the operational period, there would be no aboveground machinery (e.g., generator) for this workaround that could potentially generate excessive groundborne noise or vibrations. In addition, the buried fiber optic cable would not generate any perceptible vibrations or noise. Consequently, there would be no excessive groundborne vibration or noise impacts from site operations.

c)	Would the proposal result in 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 Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. All site improvements are confined to installing the fiber optic line and there are no permanent above-grade facilities or operations. Consequently, there would be no impacts associated with increased permanent ambient noise levels in the vicinity of the site.

d)	Would the proposal result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

d) Less Than Significant Impact. Construction noise associated with the proposed project would be temporary. Temporary noise increases would occur during construction, but would be in compliance with the local construction noise regulations, and, therefore would be less than significant. With regard to operations, the periodic noise generated by an occasional visit of one vehicle to inspect the site would be negligible.

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The site is not located within an airport land use plan or within two miles of a public airport.

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. The site is not located within two miles of a private airstrip.

XII. POPULATION AND HOUSING

Setting

The site is located within the City of Red Bluff, with a population of 12,851 as of 1992 (PEA, 2000, p. 3-26). The closest residential buildings are located approximately one mile east of the site beyond the railroad.

Evaluation

a) Would the project 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)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No impact. The proposed project would neither create new housing, nor extend roads or other infrastructure that would either directly or indirectly induce population growth.

b) Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No impact. The project does not involve the removal of any residential units and would not, therefore, trigger the need for the construction of new housing development.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No impact. The project does not involve the removal of any residential dwellings and would not, therefore, either displace any local residents or the create the need for replacement housing.

XIII. PUBLIC SERVICES

Setting

The site is located within the city of Red Bluff. Fire protection is provided by the City of Red Bluff Fire Department. Police protection is provided by the City of Red Bluff Police Department. The nearest public park, William B. Ide State Historic Park, is located approximately one mile east of the project site (Figure 3-1).

Evaluation

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 or the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The workaround would have no impact on the local schools, parks, police, fire or other public facilities.

XIV. RECREATION

Setting

State Route 36 which is a State-designated scenic Highway, otherwise, there are no other recreational facilities in the immediate vicinity of the project site. The nearest public park, William B. Ide State Historic Park, is located approximately one mile east of the project site (Figure 3-1). Furthermore, due to the un-staffed nature of the facility, the proposed project will not result in additional use of existing recreation facilities or require construction of additional recreation facilities. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant recreation impacts are anticipated with project implementation.

Evaluation

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The proposed construction is an un-staffed, underground facility, and will not contribute additional use of any recreation facilities.

b)	Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The project would not include recreation facilities. Since the proposed project will be un-staffed, it will not require the construction of new recreation facilities which might have an adverse effect on the environment.

XV. TRANSPORTATION/TRAFFIC

Setting

The site would be accessed from SR-36 (Beegum Road), a two-lane highway running northwest/southeast. Roads would not be encroached by the Dibble Creek Workaround. At this workaround, the fiber optic running line will run along the west side of the Union Pacific Railroad ("UPRR") right-of-way ("ROW") onto private property for a distance of approximately 1,600 feet. The line would run parallel to the railroad. Therefore, a road would not be encroached by the fiber optic line.

Evaluation

a)	Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less Than Significant Impact. During construction at the site, approximately 4 workers would be commuting to the site for approximately four to six weeks. Occasionally, trucks would deliver equipment and materials to the site and haul construction debris from the site to recycling centers or landfills. During operation of the site, a service person would occasionally visit. Commuting to the site would be during off-peak traffic hours (usually 6 a.m. and 3 p.m.) The proposed project would not result in a permanent substantial increase in either the number of vehicle trips, the volume to capacity ratio roads, or congestion at intersections. Therefore, potential impacts are less than significant.

b)	Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The limited project traffic would not result in a measurable increase in congestion.

c)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project would not affect air traffic patterns.

d)	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

d) Less Than Significant Impact. The existing accessway to the proposed site is located on a curve with limited sight distances. The view is restricted when making a left turn out of the site entranceway. Once the fiber optic cable has been buried along the length of the workaround, there would be no one on site except periodic maintenance visits. Thus, the workaround would not substantially increase the hazard of the blind curve.

e)	Would the project result in inadequate emergency access?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The project would not affect emergency access routes.

f)	Would the project result in inadequate parking capacity?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. The project would not affect or require parking.

g)	Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. The workaround would not conflict with any adopted policies, plans, or programs supporting alternative transportation.

XVI. UTILITIES

Setting

There are existing underground and overhead utilities adjacent to but not within the Workaround.

A minimal amount of "green" waste will be generated at the Dibble Creek Workaround during cable placement operations. The workaround includes no aboveground structures, so there is no waste associated with facility construction or operation. If necessary, Level 3 will utilize the Tehama County Landfill (Red Bluff Sanitary Landfill) for disposal of the small amount of solid waste generated during site clearing. The Dibble Creek Workaround would involve no aboveground facilities; therefore, it would not require any fire protection equipment or stormwater drainage.

Evaluation

a)	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. No aboveground facilities would be constructed; therefore, the proposed site would not be subject to wastewater treatment requirements.

b)	Would the project 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 Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. No aboveground facilities would be constructed; therefore the proposed project would not require the construction or expansion of a wastewater treatment facility.

c)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. No aboveground facilities would be constructed; therefore the proposed project would not require the construction or expansion of a storm water drainage facility.

d)	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. No aboveground facilities would be constructed; therefore the proposed project would not need access to an available water supply.

e)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The proposed site would not require a wastewater treatment provider since there would be no aboveground facilities that would produce wastewater.

f)	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. There would be no solid waste associated with facility construction or operation since there would be no aboveground structures. Construction wastes would be taken to the Red Bluff Sanitary Landfill.

g)	Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. The proposed site would generate a minimal amount of solid waste. The site would comply with all statues and regulations related to solid waste.

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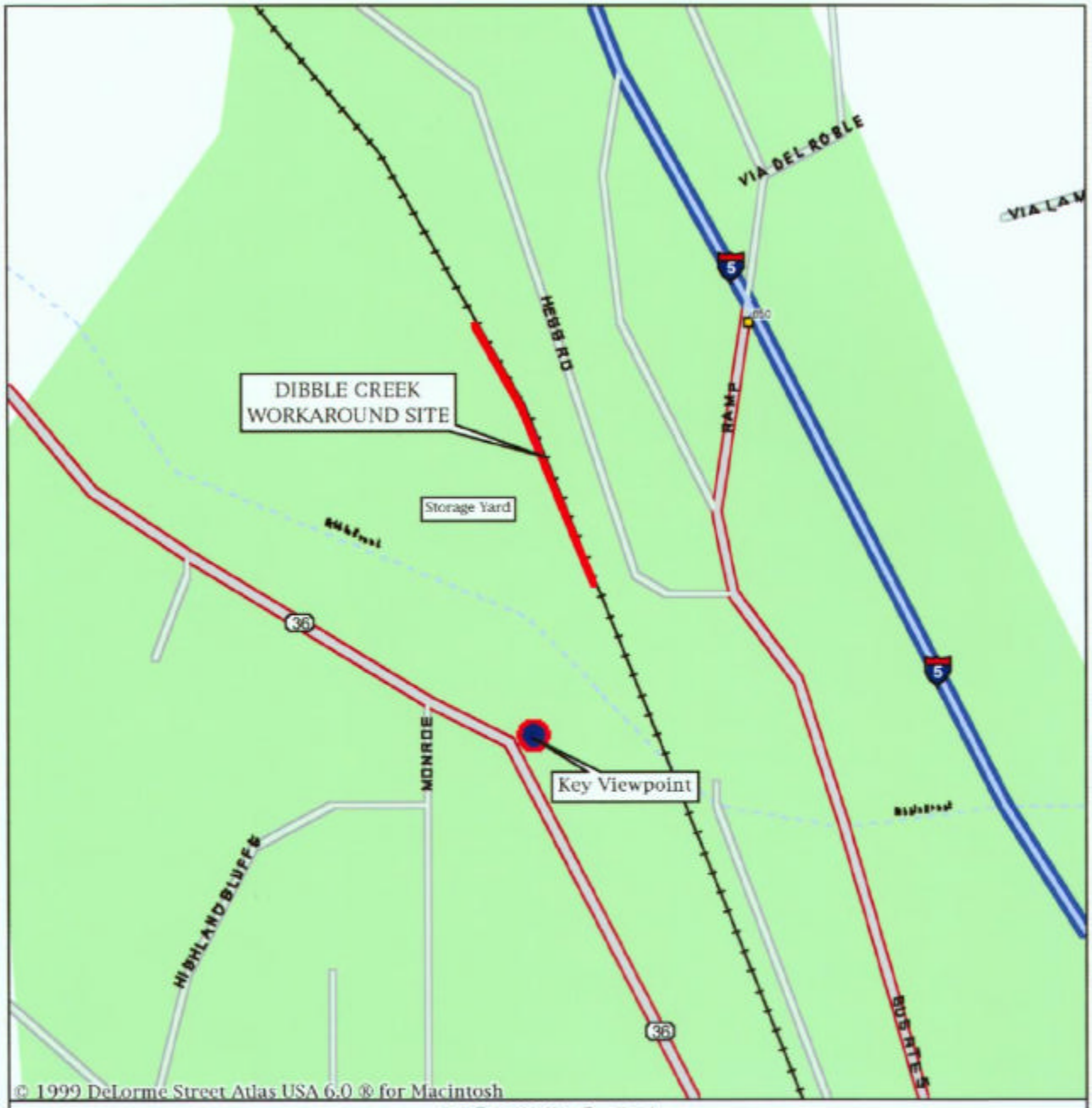

FIGURE 3-I-1

Mag 17.00
Fri Feb 25 12:12 2000
Scale 1:3,906 (at center)
200 Feet
100 Meters

Local Road
Major Connector
State Route
Interstate/Limited Access
Exit
Railroad
Woodland
Intermittent River

Level 3 Communications Infrastructure Project	**Figure 3-I-2** **Dibble Creek Workaround**	View to the north from northbound State Route 36. The workaround would be located along the right side of the storage yard, adjacent to the Union Pacific Railroad right of way (on the raised grade).

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
3
PROJECT COMPONENT
Dibble Creek Workaround
VIEWPOINT LOCATION
Northbound State Route 36, immediately south of the workaround, viewing to the north.
ANALYST
Michael Clayton
DATE
1/30/00

VISUAL QUALITY

[X] **Low**
[ ] **Moderate**
[ ] **High**

The southern portion of the workaround visible from State Route 36 passes through a highly disturbed area presently used as an equipment storage yard. Views from State Route 36 provide a brief, overall impression of a rural landscape consisting of built facilities and equipment contrasting with naturally-appearing vegetation and water features. Overall visual quality is considered **low** due to the disturbed nature of the site.

VISUAL ABSORPTION CAPABILITY

Slope: MODERATE - Level terrain which will not overly expose cable right of way or aboveground markers.

Vegetative Cover: HIGH - Fairly level terrain which will not overly expose the cable right of way or aboveground markers.

Reclamation Potential: HIGH - Areas of vegetation and soil disturbance would recover quickly following reclamation and replanting.

VIEWER SENSITIVITY

The proposed project will not alter the existing landscape character of the workaround site. Viewer expectations will not change and viewer sensitivity is rated **low**.

VIEWER EXPOSURE

Visibility: Low to Moderate

Distance Zones: [FG: 0-0.5mi.; MG: 0.5-4mi.; BG: 4mi.-horizon]
Foreground

Numbers of Viewers: Moderate to High

Duration of View: Brief

Overall Viewer Exposure:
Low - due to brief duration of view from State Route 36 and limited visibility of the northern portion of the workaround route.

VISUAL IMPACT SUSCEPTIBILITY

[X] **Low**
[ ] **Moderate**
[ ] **High**

The low visual quality of the site combined with the landscape's moderate to high visual absorption capability and low viewer sensitivity and viewer exposure lead to an overall rating of **low** for visual impact susceptibility.

(over)

Level 3 Site No. 3 Viewpoint
(continued)

VISUAL CONTRAST RATING

CHARACTERISTIC LANDSCAPE DESCRIPTION			
	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Level to angular blocks	Well-defined continuous blocks to irregular patchiness	Subordinate to co-dominant, geometric to irregular
LINE	Horizontal to diagonal	Prominent, yet somewhat irregular horizontal to diagonal	Vertical, horizontal, to irregular
COLOR	Tan	Tan, green, and brown	Grey, brown, white, orange
TEXTURE	Smooth to granular	Smooth to coarse	Smooth

PROPOSED ACTIVITY DESCRIPTION			
	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Same	Same	Same
LINE	Same	Same	Same
COLOR	Same	Same	Same
TEXTURE	Same	Same	Same

DEGREE OF CONTRAST												
	LAND/WATER BODY				VEGETATION				STRUCTURES			
	NONE	LOW	MODERATE	HIGH	NONE	LOW	MODERATE	HIGH	NONE	LOW	MODERATE	HIGH
FORM	√				√				√			
LINE	√				√				√			
COLOR	√				√				√			
TEXTURE	√				√				√			

TERM: ☑ Long ☐ Short

CONTRAST SUMMARY: ☑ None ☐ Low ☐ Moderate ☐ High

PROJECT DOMINANCE

Subordinate ☑ Co-Dominant ☐ Dominant ☐

VIEW IMPAIRMENT

None ☑ Low ☐ Moderate ☐ High ☐

VISUAL IMPACT SIGNIFICANCE

Potentially Significant Impact	Less than Significant With Mitigation	Less than Significant Impact	No Impact
☐	☐	☐	☑