

ZAYO'S PRINEVILLE TO RENO PROJECT

CPUC MINOR PROJECT REFINEMENT FORM

[with instructions]

Minor Project refinements are strictly limited to changes that will not trigger an additional permit requirement, do not substantially increase the severity of a previously identified significant impact based on criteria used in the SB156 Exemption Report, create a new significant impact, are located within the geographic boundary of the study area of the SB156 Exemption Report, and that do not conflict with any environmental measure or applicable law or policy.

Date Requested: 15 Oct 2024	Report No.: 10
Date Approved: 11/6/24	Approval Agency: Caltrans, in addition to CPUC
Property Owner(s): Caltrans (State Route 395 ROW)	Location/Milepost: PM M-2.7 to M-3.3 (S to N)
Land Use/Vegetative Cover: Ruderal (maintained highway shoulder near edge of pavement)	Sensitive Resources: Waterways at culverts to be avoided by boring underneath culverts. Cultural resources will still need to be avoided. (See project webmap.)

Modification From:

- Permit
 Plan/Procedure
 Specification
 Drawing
 Environmental Measure
 Other


The proposed change is a shift of the fiber optic running line from previously submitted engineering drawings. The change entails shifting the running line through the town of Likely from the east side of the road to the west side of the road. The entire section will be bored, consistent with the approved plans. USA marks and discussions with property owners have revealed a number of utilities and abandoned fuel tanks in conflict with the alignment on the east side of the road. Shifting it to the west side will avoid these conflicts and decrease the overall impact to the businesses and residents, primarily located on the east side.


Describe how Project refinement deviates from current Project. Include photos.

What to include in this section:

- **Original Condition:** A concise description of the existing condition as it is originally described and approved (NTP, engineering specifications, Final EA/ISMND, etc.)—i.e., how did the applicant originally intend to build this/do this?
- **Justification for change:** A concise description of and justification for the change requested – i.e., what happened to make the change necessary?
 - These descriptions should be detailed enough and include enough background so that a person unfamiliar with the Project should be able to follow the narrative about what the original plan was and why the new plan is needed instead
 - The description should be in layman’s terms to the extent possible. Be as specific as possible. The more vague the language, the more conditions may need to be added to account for omissions. Avoid logic leaps
- **Maps and Figures:** The exact location(s)/Project component(s) the change will affect. Include dimensions, if applicable. A map and/or figure is usually extremely helpful. Make sure the map is at a readable scale. Ideally, the map should be based on the most current Project map and show other Project components, survey areas, underlying topography, etc.
- **Environmental Impact:** Demonstrate that the applicant has considered how this change will affect environmental/cultural resources. List EMs, plans, permits, etc. that were reviewed in order to ensure that this change will not result in significant impacts
 - Include analyses demonstrating that projected impacts will not be significant (e.g., narrative justification, tables, figures, calculations, etc.). Base this analysis on what was previously analyzed in the NTP, SB156 Exemption Report, etc.
- **Concurrence (if appropriate):** Demonstrate that the applicant has considered whether other agencies, municipalities, utilities, etc. would need to provide concurrence with this MPM. If so, either provide anticipated contact/approval schedule, or provide dates/contact reports/emails with approvals.

<u>Resources:</u>			
Biological	<input type="checkbox"/> No Resources Present	<input checked="" type="checkbox"/> Resources Present	<input type="checkbox"/> N/A, Change would not affect resources
Previous Biological Survey Report Reference: Stantec conducted the botanical surveys from May to August of 2019 and April to August 2020, capturing bloom periods of all target species. Stantec biologists conducted a wildlife reconnaissance of the Action Area, including a visual inspection of lands adjacent to the Action Area, during September 2019. A round of pre-construction surveys in 2024 has been completed during resource flagging. There are wetlands located in the area subject to this RFI.			
Cultural	<input type="checkbox"/> No Resources Present	<input checked="" type="checkbox"/> Resources Present	<input type="checkbox"/> N/A, changes would not affect resources
Previous Cultural Survey Report Reference: The APE, defined in the subject area as Caltrans ROW, was surveyed by Stantec archaeologists in June and July 2020. The proposed new alignment was surveyed in 2024 during resource flagging. There is a cultural resources polygon that will be avoided as before.			
<u>Disturbance Acreage Changes:</u> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Original disturbance acreage: 0.218 acres (9,504 sq ft)		New disturbance acreage: no change in disturbance acreage	

SB156 Exemption Report Section	Applicable	(Y) Define potential impact or (N) briefly explain why SB 156 Exemption Report section isn't applicable. If (Y), describe original and new level of impact, and environmental measures to be taken. [Add notes to specify whether agency consultation is necessary, and if so, provide brief summary of that consultation.]
Geology, Soils, and Seismic	<input type="checkbox"/> Yes	Erosion risk is reduced by moving line from steep slope to flat toe of slope near edge of pavement..
	<input checked="" type="checkbox"/> No	
Agency Consultation?	<input checked="" type="checkbox"/> Yes	Caltrans concurrently consulted for approval of changed conduit location within Caltrans ROW.
	<input type="checkbox"/> No	
Hazardous Materials and Waste	<input type="checkbox"/> Yes	No additional hazardous materials or waste will be produced by the proposed change.
	<input checked="" type="checkbox"/> No	
Agency Consultation?	<input type="checkbox"/> Yes	
	<input checked="" type="checkbox"/> No	
Hydrology	<input type="checkbox"/> Yes	No adverse impact to hydrology will result from the proposed design change.
	<input checked="" type="checkbox"/> No	
Agency Consultation?	<input type="checkbox"/> Yes	
	<input checked="" type="checkbox"/> No	
Cultural Resources	<input checked="" type="checkbox"/> Yes	A cultural resource polygon will be avoided as per before
	<input type="checkbox"/> No	
Agency Consultation?	<input checked="" type="checkbox"/> Yes	Caltrans staff were consulted during project planning.
	<input type="checkbox"/> No	
Traffic and Circulation	<input checked="" type="checkbox"/> Yes	Construction on road shoulder will likely require lane closure and traffic control.
	<input type="checkbox"/> No	
Agency Consultation?	<input checked="" type="checkbox"/> Yes	Consulting with Caltrans regarding need for lane closure and traffic control.
	<input type="checkbox"/> No	
Air Quality	<input type="checkbox"/> Yes	No alteration of impacts to air quality will be caused by the proposed change.
	<input checked="" type="checkbox"/> No	
Agency Consultation?	<input type="checkbox"/> Yes	
	<input checked="" type="checkbox"/> No	
Noise and Vibration	<input type="checkbox"/> Yes	No increase in noise and vibration will occur owing to the proposed change.
	<input checked="" type="checkbox"/> No	
Agency Consultation?	<input type="checkbox"/> Yes	
	<input checked="" type="checkbox"/> No	
Aesthetics/ Visual Resources	<input type="checkbox"/> Yes	No change to visual resource impact.
	<input checked="" type="checkbox"/> No	
Agency Consultation?	<input type="checkbox"/> Yes	
	<input checked="" type="checkbox"/> No	
Vegetation and Wildlife	<input type="checkbox"/> Yes	No change to impacts for vegetation and wildlife. 
	<input checked="" type="checkbox"/> No	
Agency Consultation?	<input type="checkbox"/> Yes	
	<input checked="" type="checkbox"/> No	

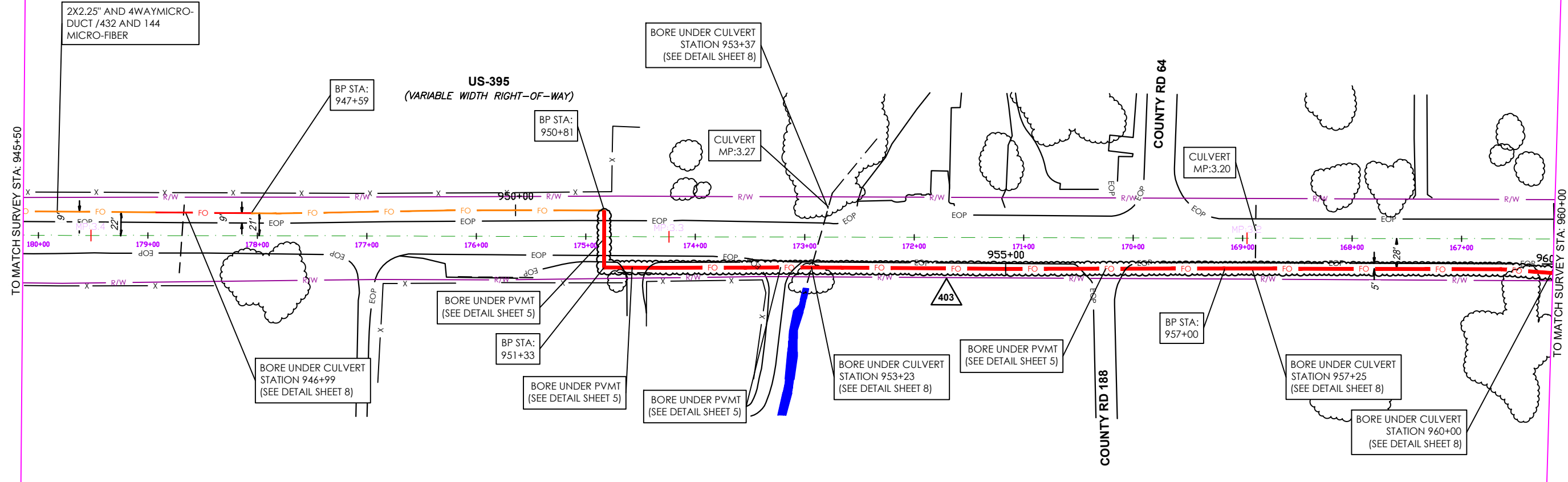
Approvals	Date	Name (print)	Signature	
Zayo Project Manager	10/16/24 <input checked="" type="checkbox"/>	Brianna Daniels	 <small>Digitally signed by Daniels, Brianna DN: CN="Daniels, Brianna", OU=Internal, OU=users, OU=stantec, DC=corp, DC=ads Date: 2024.07.01 10:23:07-07'00'</small>	<input checked="" type="checkbox"/> Reviewed
CPUC Project Manager	11/08/24	Connie Chen	<i>connie chen</i>	<input checked="" type="checkbox"/> Approved with conditions (see below) <input type="checkbox"/> Denied

For CPUC Compliance Manager Use Only		
<input checked="" type="checkbox"/> Refinement Approved	<input type="checkbox"/> Refinement Denied	<input type="checkbox"/> Beyond Authority

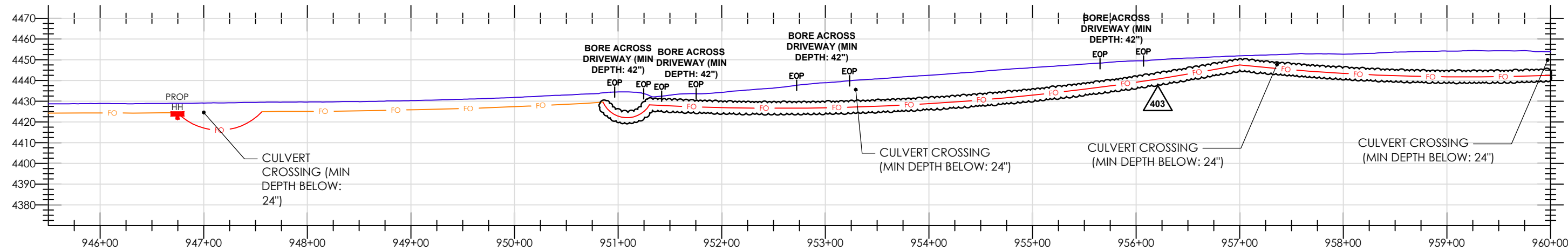
<u>Conditions of Approval or Reason for Denial:</u>	
The Applicable Conditions of Approval from the Project Conditions, Monitoring, Compliance, and Reporting Program apply to this request.	
Evidence of Caltrans approval to be supplied to CPUC prior to construction in this area.	
Prepared by: ECORP Consulting	Date: 11/6/24



NOTES:
 FOR TRAFFIC CONTROL REFER TO 2023 CALTRANS STANDARDS AND LATEST EDITION OF CAMUTCD
 CAUTION RIGHTS-OF-WAY ARE DEPICTED BASED ON LATEST DOT RECORDS AVAILABLE. IF FURTHER ACCURACY IS REQUIRED, LAND SURVEYS WILL BE NECESSARY



VIEWPORT - 74



PROFILE - 74

- ALL LOCATIONS OF UTILITIES ARE APPROXIMATE, AND MUST BE VERIFIED BEFORE CONSTRUCTION.
- PROPOSED MINIMUM DEPTH FOR THE INSTALLATION OF A NEW DIRECT FIBER OPTIC CABLE (FOC) OR CONDUIT IS FORTY-TWO (42) INCHES.
- EXTENSIVE LOCATES FOR DEPTHS WILL BE CONFIRMED PRIOR TO CONSTRUCTION.
- RIGHT-OF-WAY (ROW) INFORMATION SHOWN IS APPROXIMATED AND BASED ON AVAILABLE CDOT ROW MAPS.
- PROPOSED RUNNING LINE IS NOT AT REQUESTED 5' FROM ROW TO MAINTAIN ENVIRONMENTAL, AND RESOURCE AVOIDANCE.
- FOC LINE SHALL BE AS FAR AWAY AS POSSIBLE FROM THE INLET AND OUTLET OF ALL HYDRAULIC STRUCTURES INCLUDING CULVERTS AND BRIDGES FOLLOWING LOCAL JURISDICTIONS.

- ALL CULVERT CROSSINGS REQUIRE A MINIMUM DEPTH OF TWO (2) FEET BELOW THE CULVERT.
- ALL HANDHOLES WILL BE COVERED BELOW GROUND AND PLACED 6" BELOW SURFACE (SEE DETAIL SHEET 4).
- ALL CONSTRUCTION METHODS ARE TRENCH, DRILL, PLOW, AND BRIDGE ATTACHMENTS (SEE DETAIL SHEETS 4-9).
- PROFILE ELEVATIONS ARE NOT HIGHWAY CENTERLINE, BUT AT THE CONDUIT ALIGNMENT.
- ALL WORK WILL BE DONE WITH A FIELD MONITOR FOR ALL ENVIRONMENTAL AVOIDANCE.



LEGEND
 SURFACE: ——— PROPOSED FIBER: —FO— PROPOSED BORED FIBER: —FO—

RFI NO. 0403 SHIFT R/L TO WEST SIDE 5 FT O/S EOP STA 950+81 TO STA 969+38	10/09/2024

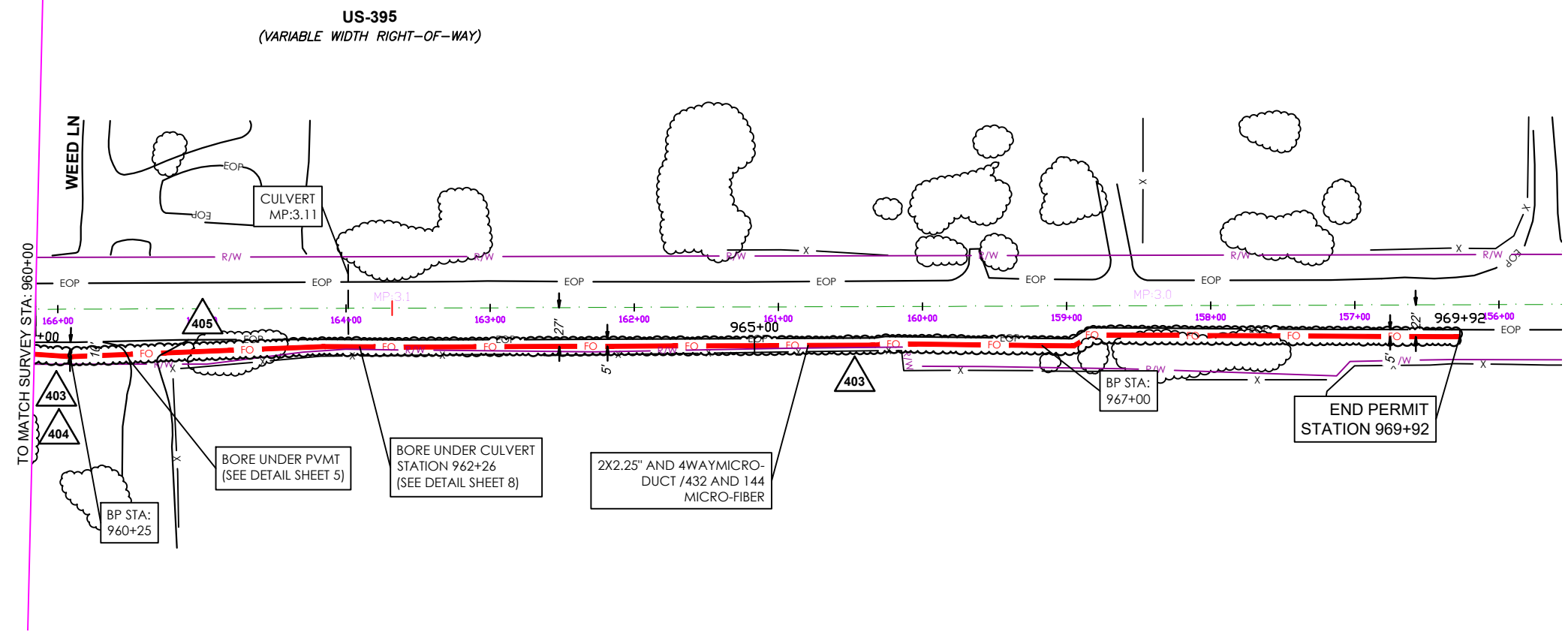


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 APPROVING AUTHORITY:
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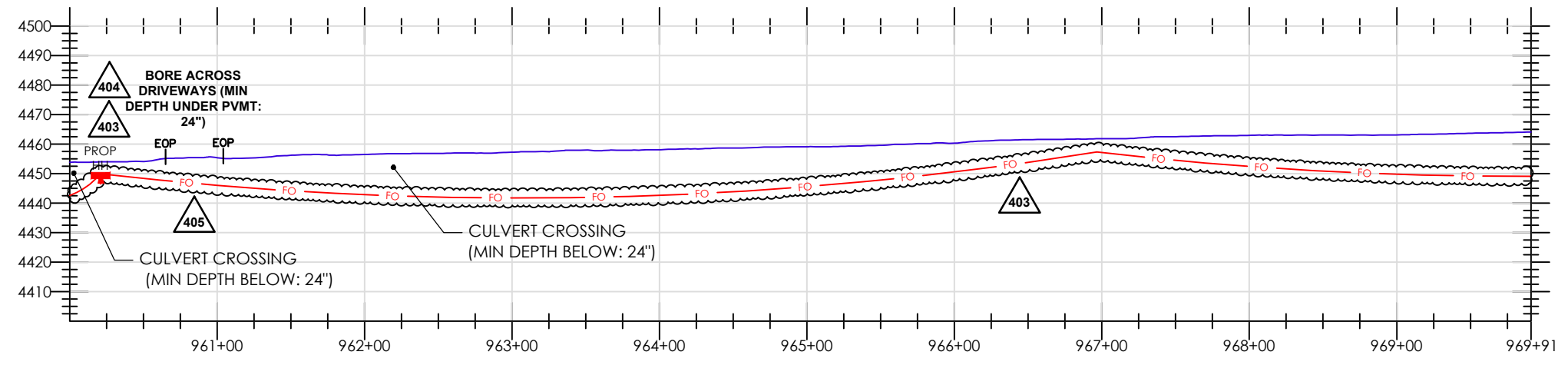
REV. NO.	DESCRIPTION TO REVISION	REV. BY	DATE
1	REVISION #1 - R/L ADJUSTMENT	WP	9/3/2020
2	REVISION #2 - ADDED PROFILES	WP	12/18/2021
3	REVISION #3 - R/L ADJUSTMENT	WP	06/15/2022
4	REVISION #4 - CALTRANS REV	SM	4/20/2023
5	REVISION #5 - CALTRANS REV2	SM	7/28/2023
6	REVISION #6 - CALTRANS REV3	SM	10/31/2023
7	REVISION #7 - CALTRANS REV3	SM	12/14/2023

RFI_0403,404,405,406_MP_M_AK74to75	
AK - ALTURAS TO JUMPER RIDGE RD	
SCALE: 1"=100'	SHEET NO.: 74 of 75
JOB NUMBER: UPR	DATE: 10/16/24
DRAWN BY: WP	TITLE: 100% REV

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VIEWPORT - 75



PROFILE - 75

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RFI NO. 0403 SHIFT R/L TO WEST SIDE 5 FT O/S EOP STA 950+81 TO STA 969+38	10/09/2024
RFI NO. 0404 BORE ACROSS THE STREET AND PLACE FRONTIER HH @ STA 960+10	10/09/2024
RFI NO. 0405 PLACE HH @ 10 FT O/S EOP TIE TO FRONTIER HH RFI 404 STA 960+75	10/09/2024



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RFI_0403,404,405,406_MP_M_AK74to75

AK - ALTURAS TO JUMPER RIDGE RD

SCALE: 1"=100'

JOB NUMBER: UPR

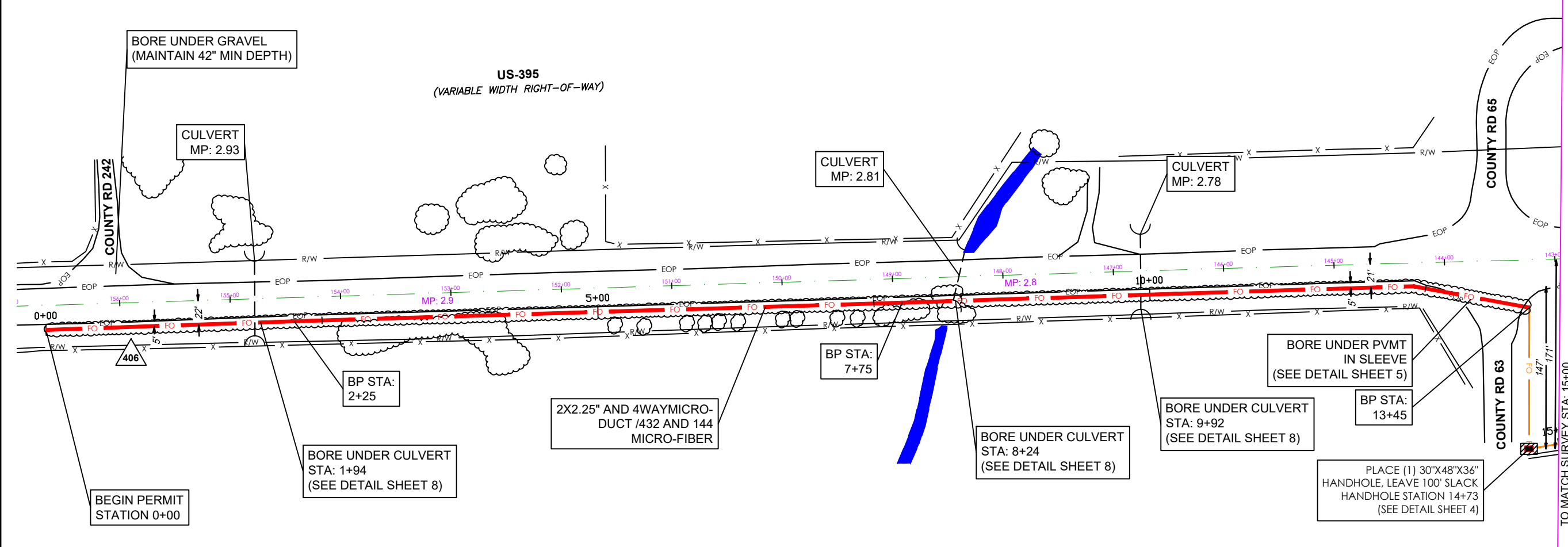
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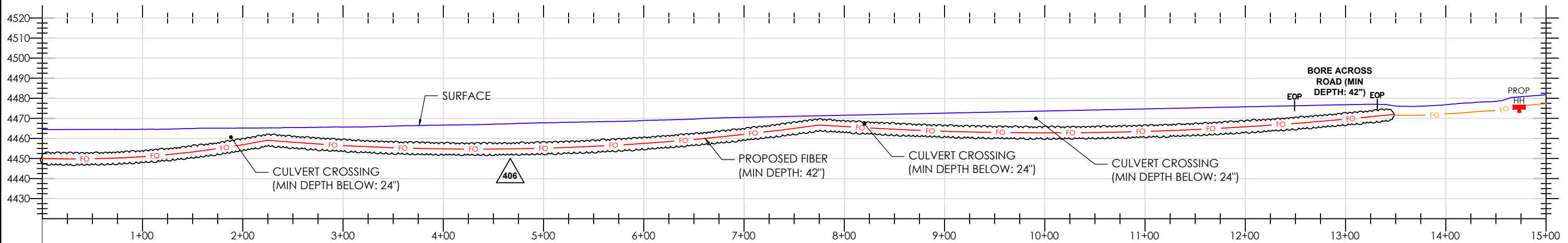
SHEET NO.: 75 of 75

TITLE: 100% REV

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VIEWPORT - 9



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RFI NO. 0406 SHIFT R/L TO 5 FT O/S EOP STA 717+62 TO STA 745+00	10/08/2024



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7	REVISION #7 - CALTRANS REV4	SM	11/28/2023
8	REVISION #8 - CALTRANS REV4	SM	12/14/2023

TITLE: 100% REV

RFL_0406_MP_L_AL9	
AL - ALTURAS TO JUMPER RIDGE RD	
SCALE: 1"=100'	SHEET NO.: 9 OF 105
JOB NUMBER: UPR	DATE: 10/7/24
DRAWN BY: WP	