

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Sonoma

From: (Public Agency): Sonoma County Transportation & Public Works
2300 County Center Drive, Suite B 100
Santa Rosa, CA, 95403

(Address)

Project Title: Sonoma County 2022 Pavement Preservation Program

Project Applicant: Sonoma County Transportation & Public Works

Project Location - Specific:

Various roads throughout unincorporated Sonoma County

Project Location - City: none Project Location - County: Sonoma

Description of Nature, Purpose and Beneficiaries of Project:

See Attachment A.

Name of Public Agency Approving Project: Sonoma County Transportation & Public Works

Name of Person or Agency Carrying Out Project: Sonoma County Transportation & Public Works

Exempt Status: **(check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: 15301 Existing Facilities, 15302 Replacement or Reconstruction
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

No significant adverse impacts to resources, including biological and cultural resources, would occur as a result of this project. See Attachment A for further details.

Lead Agency

Contact Person: Steve Urbanek Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Steve Urbanek Date: Apr 18, 2022 Title: Senior Engineer

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Attachment A

Sonoma County 2022 Pavement Preservation Program

Sonoma County Department of Transportation and Public Works

Project Location

The project is located along 25 road segments throughout unincorporated Sonoma County. See *Table 1: Project Roadway Segments* below and *Figure 1: Project Roads* at the end of this document for specific road locations.

Project Purpose, Description, and Beneficiaries

Project Purpose

The project is critical to maintaining roads that serve Sonoma County residents, businesses, and tourism. Increased growth in Sonoma County coupled with pavement maintenance needs and limited funding highlights the need to efficiently deliver pavement projects. In addition, culvert replacement and ditch maintenance preempt future water quality issues in the area by removing impediments to water flow resulting from failed or failing culverts and clearing excess sediment that can contribute to flooding, drainage, and erosion problems when washed out during winter rains.

Project Description

The project includes pavement preservation, culvert replacement, ditch maintenance, and associated improvements to bring roads within the project area to current Sonoma County standards. Project implementation would enhance vehicular and traffic operations, improve pedestrian safety, and improve water quality and stormwater management.

Pavement preservation is proposed at 24 roadway segments; one road segment is proposed to only have culvert replacement. Three types of preservation treatments would be applied: an asphalt concrete overlay (AC Overlay), a slurry/chip seal, or a Full Depth Reclamation (FDR) with an overlay. An AC Overlay includes removal and replacement of an approximately 3-inch layer of asphalt concrete over the existing roadway surface. A slurry/chip seal combines one or more layers of asphalt with one or more layers of fine aggregate. An FDR treatment involves grinding the existing roadway surface and base to a depth of one-foot, mixing in cement, then grading and compacting the materials into the roadway base. The treatment is finished with an AC Overlay. This pavement preservation work would not require excavation into previously undisturbed soils, would occur within the existing pavement footprint, and within public right of way.

The proposed project would include replacement of up to 39 culverts within the project roadway segments proposed for pavement preservation. One road segment, Gold Ridge Road, would only have one culvert replaced as part of the project. Of the 25 roadway segments, culvert replacements are limited to nine segments as shown in Table 1. Culvert replacement would require excavation into the roadway for a length and width necessary to remove the existing section of culvert underneath the road, and replacement of culvert pipe. The area excavated beneath the road would be backfilled, compacted, and

Table 1: Project Roadway Segments

District	Road Name	Location	Length (miles)	Culvert Replacements	Ditch Cleaning	Guardrail Replacement
1	Bennett Valley Rd	Grange Rd to PM 16.04	1.59	4	Yes	Yes
1	Craig Ave	Railroad Ave to Riverside Dr	0.12		Yes	
1	Crane Canyon Rd	Petaluma Hill Rd to Inverness	0.54			Yes
1	Petaluma Ave	Arnold Dr to Riverside Dr	0.62		Yes	Yes
1	Petrified Forest Rd	Porter Creek Rd to Napa County Line	2.36	10	Yes	
1	Verano Ave	Arnold Dr to Sonoma Creek Bridge	0.55			Yes
2	Western Ave	Cleveland Ave to Petaluma City Limits	0.49		Yes	
4	Becker Blvd	North Laughlin Rd to End	0.24			
4	Eastside Rd	Windsor River Rd to Old Redwood Hwy	1.86	4	Yes	Yes
4	Mark West Springs Rd	Hwy 101 to Riebli Rd	2.15	3	Yes	Yes
4	Old Redwood Hwy	SR City Limits to Pacific Heights	1.34	1	Yes	Yes
4	Westside Rd	Sweetwater Springs Rd to VML Winery/Foreman Ln to Mill Creek Rd	2.37	9	Yes	Yes
5	Unnamed Rd	Fourth St to Fifth St	0.04			
5	Bodega Hwy	Jonive Rd to Sexton Rd	1.53	7	Yes	Yes
5	Brookside Ln	Hwy 116 to 4 th St	0.08			
5	Church St	First St to 5 th St	0.24			
5	Fifth St	Mill St to Unnamed St	0.12			
5	First St	Mill St to Hwy 116	0.20			
5	Fourth St	Brookside Ln to Armstrong Woods Rd	0.22			Yes

Notice of Exemption – Attachment A

District	Road Name	Location	Length (miles)	Culvert Replacements	Ditch Cleaning	Guardrail Replacement
5	Mill Ct	Mill St to End	0.03			
5	Mill St	First St to End	0.30			
5	Occidental Rd	Mill Station Road to Hwy 116	1.51	2	Yes	Yes
5	River Rd	Old River Rd/Hwy 116 to Westside Rd	5.05		Yes	Yes
5	Third St	Mill St to Armstrong Woods Rd	0.16			
5	Gold Ridge Rd	Culvert replacement at PM 11.44	0.0	1		
Total 2022 Program Totals			23.71	41		

then refinished. The inlet and outlets of the replaced culverts would be stabilized by earth, vegetation, and or rock slope protection.

Additional improvements along roadway segments would include removing and replacing existing metal beam guardrail in select locations, removal and replacement of traffic signal loops, and upgrading curb ramps to meet current Americans with Disabilities Act (ADA) standards, where necessary. Cleaning within roadside ditches would occur to remove accumulated debris or overgrown vegetation and reestablish flow lines. Ditch maintenance would include mowing overgrown vegetation, removal of accumulated debris to reestablish flow lines in roadside ditches. Some tree trimming may occur to construct the project and one tree would be removed to facilitate culvert replacement.

Construction activities would require standard construction equipment for asphalt and concrete demolition, roadway excavation, paving, striping, and ditch maintenance. This would include use of an excavator, paver, compactor, grader, and backhoe. Construction staging and parking would be accommodated within the project site on paved or stabilized, flat shoulder areas within public right of way. No construction staging would occur on private property. All project work is anticipated to occur within the existing road and right of way or in limited previously disturbed areas adjacent to culverts as required for culvert replacement.

During construction, standard traffic control mechanisms would be used to maintain vehicular access on AC Overlay and slurry/chip seal roadways. The FDR roadway may require detours between the hours of 8:30 AM to 5:30 PM, as the existing roadway width may not allow for traffic flow during construction.

While the proposed project would not require landscape improvements, tree trimming to a standard height of 15 feet would occur as necessary to provide access for construction equipment and guardrail installation. One tree would be removed to facilitate the replacement of one culvert near Mark West Springs Road.

Reasons Why Project is Exempt

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to the following categorical exemptions from the State CEQA Guidelines

Section 15301, Class 1:

This exemption permits the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The project would repair existing road facilities using pavement preservation techniques, replace existing culverts, clean roadside ditches through mechanical sediment and vegetation removal, and replace existing guardrail in kind. Select existing traffic signal loops would be replaced. Some existing curb ramps would be upgraded to current ADA standards. No new roads, culverts, ditches, guardrail, or curb ramps would be created by the project. The project would not create any additional automobile lanes.

Section 15302, Class 2:

This exemption permits the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The project would replace failed or failing culverts and guardrail in-kind to serve the same purpose of the replaced structures at the same capacity. The

project would not expand utility capacity. Culverts being upsized are not intended to accommodate new flows, rather, upsizing is proposed to meet existing hydrology and hydrologic conditions.

Categorical Exemption Exceptions

The project does not meet any of the exceptions to Categorical Exemptions, which are listed in CEQA Section 15300.2. The analysis below identifies the exceptions with a discussion that substantiates how the project does not meet those exceptions.

a) *Location.* Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The project qualifies for exemption classes 1 & 2 which are not qualified by consideration of project location.

b) *Cumulative Impact.* All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The project repairs, maintains, and replaces in-kind existing facilities located entirely within previously disturbed areas. Surrounding areas would not be impacted by the project beyond the impacts from the existing facilities. No significant adverse impacts would occur as a result of the project. Therefore, the proposed project would not contribute to or cause a cumulative impact based on successive projects of the same type in the same place over time.

c) *Significant Effect.* A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project site has been previously disturbed by the construction and installation of the existing facilities to be repaired, maintained, or replaced in-kind. The project would not result in any significant effects on the environment due to unusual circumstances. The project site does not have any unusual circumstances that would negatively impact the environment.

d) *Scenic Highways.* A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

There are no Officially Designated State Scenic Highways within the project site. Sonoma County includes two Officially Designated State Scenic Highways: the Sonoma Highway (Highway 12) and Highway 116. Occidental Road, River Road, 1st Street, and Mill Street abut Highway 116 however, project work along these roads do not include the addition of any new aboveground features, only pavement preservation replacement of culverts, and ditch cleaning. Guard rails included in the project would be removed and replaced in-kind and thus are a part of the existing setting. Highway 12 is not located proximate to the proposed project and impacted roadways would not be visible from eligible State Scenic highway segments.

The Sonoma County General Plan 2020 (General Plan) Open Space & Resource Conservation Element designates scenic landscape and corridors within unincorporated Sonoma County. Several project road segments are designated as scenic corridors by the General Plan. However, project work along these roads do not include the addition of any new vertical features, only pavement preservation replacement of

culverts, and ditch cleaning. Removal of existing above ground elements is proposed along Mark West Springs Road. One tree would be removed by the project to facilitate culvert replacement. The tree is a fire damaged Douglas fir within a grove of other trees and would be the only tree removed by the project. Mark West Springs Road is not visible from the designated state scenic highways and the removal of the one tree among the grove would not drastically change the existing setting along the General Plan designated scenic corridor. Therefore, the proposed project would not substantially degrade the existing visual character of Sonoma County and would remain consistent with existing conditions.

The project does not coincide with an Officially Designated State Scenic Highway. Where the project does coincide with General Plan designated scenic corridors, work would not have a visual impact on the scenic corridor. Thus, this exception to the exemption does not apply.

e) *Hazardous Waste Sites.* A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

Project construction would not require excavation or grading on adjacent properties, only within the existing road and right of way. According to a review of the State Water Resources Control Board's GeoTracker database, there are no active hazardous waste sites located within the project site. Accordingly, the project would not be located on a site included on a list of hazardous materials sites.

f) *Historical Resources.* A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

There are no historical buildings or structures within the project site. Project construction would occur entirely within the existing disturbed area and would not affect structures adjacent to project roadways. The proposed project would not require any work within historic districts or on historic structures. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource.

Conclusion

The proposed project is categorically exempt from CEQA pursuant to State CEQA Guidelines Sections 15301; Class 1 and 15302; Class 2. The project would modify existing facilities as allowed by the Class 1 categorical exemption. The project would replace or reconstruct existing facilities as allowed by the Class 2 categorical exemption. The project does not meet any of the exceptions listed in CEQA Guidelines Section 15300.2.






Sonoma PPP_NOE_combined

Final Audit Report

2022-04-18

Created:	2022-04-14
By:	Olguin Caban (Olguin.Caban@sonoma-county.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAGjBZI_LOWSyq2ZvRB9j4ppTmPdUY2oIQ

"Sonoma PPP_NOE_combined" History

-  Document created by Olguin Caban (Olguin.Caban@sonoma-county.org)
2022-04-14 - 9:49:11 PM GMT- IP address: 209.77.204.154
-  Document emailed to Steve Urbanek (Steve.UrbaneK@sonoma-county.org) for signature
2022-04-14 - 9:52:58 PM GMT
-  Email viewed by Steve Urbanek (Steve.UrbaneK@sonoma-county.org)
2022-04-18 - 8:26:50 PM GMT- IP address: 209.77.204.154
-  Document e-signed by Steve Urbanek (Steve.UrbaneK@sonoma-county.org)
Signature Date: 2022-04-18 - 8:27:20 PM GMT - Time Source: server- IP address: 209.77.204.154
-  Agreement completed.
2022-04-18 - 8:27:20 PM GMT