

Attachment A

Sonoma County 2023 Pavement Preservation Program

Sonoma Public Infrastructure

Project Location

The project is located along 28 road segments throughout unincorporated Sonoma County. See *Table 1: Project Roadway Segments* and *Figure 1: Project Roads* at the end of this document for specific road locations and details.

Project Purpose, Description, and Beneficiaries

Project Purpose

The project is critical to maintaining roads that serve Sonoma County residents, businesses, and tourism. 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 maintain 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 28 roadway segments. Two types of preservation treatments would be applied: an asphalt concrete overlay (Overlay) or a Full Depth Reclamation (FDR) with an overlay. An Overlay includes repairing isolated failed pavement sections and then applying an approximately 3-inch layer of asphalt concrete over the existing roadway surface. 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 Overlay. This pavement preservation work would not require excavation into previously undisturbed soils, and is constructed within the existing pavement footprint and public right of way.

The proposed project would include replacement of up to 75 culverts within the project roadway segments proposed for pavement preservation. Of the 28 roadway segments, culvert replacements are limited to 14 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	Cherry Ave	Arnold Dr to Riverside Dr	0.55	2	Yes	Yes
1	Riverside Dr	Hwy 12 to Verano Ave	0.9			Yes
2	Blank Rd	Canfield Rd to Turner Rd	1.42	2	Yes	
2	Blank Rd	Petersen Rd to Hwy 116	0.64			
2	East Washington St	Petaluma City Limits to Adobe Rd	0.23		Yes	
2	Langner Ave	Begin Co. Maintained to End Co. Maintained (Enter City)	0.05		Yes	
2	Langner Ave	Begin Co. Maintained (Leave City) to End Co. Maintained (Intersection)	0.34			
2	Langner Ave	Begin Co. Maintained to End of Co. Maintained (Road Continues)	0.79			
2	Lohrman Ln	Bodega Ave to Magnolia Ave	0.88	3	Yes	Yes
2	McBrown Rd	King Rd to Liberty Road	0.74		Yes	Yes
2	Monte Vista Ln	Begin Co. Maintained to End Co. Maintained (At Intersection)	0.85	7	Yes	Yes
2	Wilson Ln	Begin Co. Maintained to Middle Two Rock Rd	0.25	3	Yes	
3	East Todd Rd	Santa Rosa Ave to End of Co. Maintained	0.47			Yes
4	Mark West Station Rd	Starr Rd to Slusser Rd	0.8		Yes	

Notice of Exemption – Attachment A

District	Road Name	Location	Length (miles)	Culvert Replacements	Ditch Cleaning	Guardrail Replacement
4	North Fitch Mountain Rd	South Fitch Mountain Rd to Postmile 13.14	0.97	5		Yes
4	Starr Rd	1st 90 Degree turn to Reiman Ln	1.46	4		
4	Washington School Rd	Asti Rd to River Rd	0.78			Yes
5	Bay Hill Rd	Paving for 1 mile east of postmile 12.83	1	2		
5	Bittner Rd	Joy Rd to Bohemian Hwy	1.95	18		Yes
5	Joy Rd	Postmile 11.32 (Road width changes) to Jennifer Dr	1.02	6		
5	Joy Rd	Fitzpatrick Ln to Coleman Valley Rd	0.25			
5	Kennedy Rd	Sanders Rd to Bloomfield Rd	1.39	4	Yes	Yes
5	Llano Rd	Todd Rd to Roseland Creek / RCB	0.58		Yes	Yes
5	Main St	Occidental Rd to Graton Road	0.14			
5	Mirabel Rd	Hwy 116 to River Rd	1.38	3		Yes
5	Neeley Rd	Co Maintained to Hwy 116	2.42	11		Yes
5	Trenton Rd	River Road to Mirabel Rd	0.44			Yes
5	Wohler Rd	River Rd to Westside Rd	1.73	4		Yes
Total 2022 Program Totals			24.42	75		

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 and removal and replacement of traffic signal loops 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. Out of the 28 road segments, 24 would receive ditch cleaning.

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 Overlay roadways. Roadways receiving FDR 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. Twenty (20) trees would be removed to facilitate the replacement of 20 culverts.

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. No new roads, culverts, ditches, or guardrail 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. Mirabel Road, Neeley Road and Blank Road abuts Highway 116 and Riverside Drive abuts Highway 12. 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.

The Sonoma County General Plan 2020 (General Plan) Open Space & Resource Conservation Element designates scenic landscape and corridors within unincorporated Sonoma County. Although several of the road segments are adjacent to scenic corridors, none of the project segments are designated as scenic corridors by the General Plan. In addition, 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 limited to tree removal.

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. The nearest recorded hazardous waste site to the project site according to a review of the State Water Resources Control Board's GeoTracker database is located adjacent to the project site near East Todd Road. The site has received a final site investigation report in 2021 but is continuing to be monitored. However, as this site is not located within the project site, project construction would not require excavation or grading on adjacent properties, and the remainder of the project road segments would not be located on or near a hazardous materials site this exception to the exemption does not apply.

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 located 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.