Madrone Channelization Project

SONOMA COUNTY, CALIFORNIA
DISTRICT 4 – SON – 116 (PM 34.09/34.47)
Caltrans Expenditure Authorization 1G2401

Initial Study with Proposed Negative Declaration

Prepared by the
State of California Department of Transportation

March 2012
Figure 1. Existing condition

Figure 2. Typical cross-section, post construction (no scale)
INITIAL STUDY WITH PROPOSED NEGATIVE DECLARATION

04-SON-116  34.09/34.47  1G2401

Dist.-Co.-Rte.  P.M./P.M.  E.A.

Project Title:  Madrone Avenue Left-Turn Channelization Project
Lead agency name and address:  California Department of Transportation
111 Grand Ave., Oakland, CA 94612
Contact person and phone number:  Lilian Acorda, Project Manager
(510) 286-4927
Project Location:  Cotati, Sonoma County
General plan description:  Transportation
Zoning:  Transportation

Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements):
- Section 7 incidental take permit from the US Fish and Wildlife Service
- Section 2081 incidental take permit from California Department of Fish and Game for California Tiger Salamander
- Clean Water Act 404 Permit from the US Army Corps of Engineers
- Clean Water Act 401 Water Quality Certification from the Regional Water Quality Control Board

Additional copies of this document, as well as of the technical studies we relied on in preparing it, are available for review at the district office, 111 Grand Ave., Oakland, CA 94612.

We welcome your comments. While you may voice support or opposition for a project, the most beneficial comments include the following:

- Specific alternatives or mitigation measures that would provide better ways to avoid or mitigate any potential environmental effects of the project
- Concerns that are not addressed in the environmental document
- Inaccuracies or missing information
- Statistical data or facts to support your concern

Please send your written comments to Caltrans by the deadline. Submit comments to Caltrans to valerie_shearer@dot.ca.gov or send postal mail to Caltrans District 4, Attn: V. Shearer, PO Box 23660 MS 8B, Oakland, CA 94623-0660. Hard copies or compact disks of the document are available by writing to the above mailing address; electronic copies are online at http://www.dot.ca.gov/dist4/envdocs.htm. Be sure to submit comments by the deadline: April 30, 2012.

Melanie Brent  
Office Chief
Caltrans District 4 Office of Environmental Analysis

3/29/12  
Date

To obtain a copy in Braille, in large print, on computer disk, or on audiocassette, please contact Caltrans, Attn: Valerie Shearer at the address above, call at 510-286-5594, or use the California Relay Service TTY number, 711.
A. Project Information

1. Location
Caltrans proposes a project on SR-116 (Old Gravenstein Highway) in the City of Cotati and within unincorporated Sonoma County (PM 34.09 to PM 34.47) at the intersection with Madrone Ave. to install left-turn pockets in both directions from SR-116 to Madrone Ave. The project will widen the roadway, extend existing cross-culverts beneath the roadway, modify part of the existing unlined drainage gutter, and install a new longitudinal pipe.

2. Project goal
The purpose of the project is to reduce congestion and improve safety. The rate of fatal accidents is higher than the state average for highway intersections of this type.

3. Project Description
The existing roadway will be widened from a maximum of 36 feet to a maximum of 46 feet in order to accommodate one left turn pocket in each direction at the intersection of SR-116 and Madrone Ave. See Figure 2, page 2. The widened roadway will consist of one additional 12-foot lane, and a maximum of 5’ additional shoulder, plus a “choker” (an unpaved 3-foot shoulder) on the north side, for a total maximum width of 20 feet. No widening is proposed for the south side. In order for the cross slope of the widened roadway to match the existing one, the existing alignment is maintained. Each new turn pocket will be 350 feet long. The connection between the existing and replacement edge of shoulder and travel way, called a “conform”, will be made at the east and west ends of the project area and at the Madrone Ave. intersection in both directions, 45 feet from the edge of pavement on the north side of the mainline and 22 feet on the south side.

To accommodate widening, the ditches alongside the roadway will be filled and then recreated at the edge of the widened roadway. Culverts running under the roadway will be extended by securely connecting a pipe of similar size and material to the exposed and prepared end of the existing pipe, which will extend to the daylight edge of the proposed embankment or to additional drainage system(s). One new lateral pipe will be constructed. All proposed new drainage inlets (DI) will tie into existing drainage facilities, cross culverts, or other existing offsite drainage features.

Two 15-foot wide biofiltration strips sufficient to treat stormwater runoff from 0.5 acres of additional impervious area will be constructed within the cut/fill line on either side of the Madrone intersection from STA38+00 to 39+80 Left and STA 40+30 to 44+00 Left. For biostrip construction, compost will be incorporated two to four inches into native soil, and then the soil surface hydroseededed with an appropriate seed mixture.

All construction spoils and debris will be removed and disposed of properly. Permanent erosion control will be installed as determined necessary by the Caltrans contract plans and permit requirements.

There will be a designated staging area of 0.08 acres (temporary impact) at the north-west side of Madrone Avenue.
The project will include the addition of 0.36 acres of impervious pavement. Permanent effects will amount to approximately 0.62 acres (including tree removal impact) beyond areas currently paved, currently occupied by a drainage structure, etc.

All Caltrans right-of-way within the project area not used for project construction will be flagged as an Environmentally Sensitive Area (ESA). ESA fencing will be installed along the perimeters of all sensitive habitat to prevent encroachment of construction vehicles and personnel.

One oak tree and one pine tree that are located approximately 17.5 and 24 feet, respectively, to the north from the existing edge of the pavement, at station 36+20+/- and 35+80+/- respectively, will be cut to flush with the existing surface. The impact area associated with tree removal is about 300 sq ft, (0.007 acres).

Three oak trees will be planted inside of the staging area to replace the lost oak. Caltrans will also plant or reseed all slopes affected by the proposed project with native grasses and shrubs to stabilize the slopes against erosion. Following construction, Caltrans will install native (and non-native if appropriate, e.g., landscaped areas) plant species appropriate for the location of the disturbed area.

**Drainage details**

The project will require up to 15 feet by approximately 270 feet of fill to be placed in the existing 30-foot-wide (4,060 square feet) unlined drainage ditch on the northern side of the roadway to accommodate widening. The ditch, on the north side of SR 116 and west of Madrone Avenue, will be recreated at the edge of the unpaved area at the edge of the roadway, up to 8 feet away from its original location. It will be a triangular unlined channel with side slopes at 4:1 on the roadside and at 2:1 before the catch point (point where the slope meets the existing ground), and about 12 feet wide and 2 feet deep.

The project will construct two drainage inlets (DIs) linked by a longitudinal pipe along the north side of the roadway. Excavation for each will be 4 feet in length, by 4 feet in width and 4 feet deep (32 square feet). A second longitudinal pipe will link to the second of the two DIs. The second pipe’s outflow, west of the Madrone Avenue intersection, is equipped with a dissipater and rock slope protection (RSP) pad. Excavation for the associated RSP pad will be approximately 9 feet in length by 3 feet (27 square feet).

Four existing corrugated metal pipe (CMP) cross-culverts will be extended to accommodate the widening. The culverts will require a trench for placement, and two existing headwalls will be removed, with the new outfalls falling within the existing unlined ditch on the northern side. The excavation area dimensions for the new DI replacing the existing headwall, and new pipe extension to the west of the intersection of Madrone Avenue and SR 116, will be approximately 6 feet by 4 feet (24 square feet) and 1.5 feet by 30 feet (45 square feet) respectively.

Two additional DIs are proposed for extending the culverts, of which one will be used to connect the culvert extension to the existing CMP. The excavation for the new pipe extension at the intersection of SR 116 and Madrone Avenue will be approximately 2.5 feet by 18 feet (45 square feet). The new pipe extension and the new headwall, located east of the intersection of Madrone Avenue with SR 116 and
west of where Derby Lane enters SR 116, will require an excavation area of approximately 1.5 feet by 13 feet for the pipe and 7 feet by 2 feet for the headwall (47 square feet total). Four additional DIIs will be installed along this extension.

**Pavement-construction details**

To construct the widened pavement section, the existing roadway will be saw cut along the fog line along the entire north side of this roadway section. Excavation depth for the new pavement section will be up to approximately three feet from the proposed finished roadway surface. The structural section is then built up by placing pavement structural base layers (combinations of graded rock and sand) followed by asphalt concrete (AC). Each layer will be compacted after being applied up to 0.1' below finished grade. The final asphalt concrete applications are cold-planed for an even join with the existing pavement surface. The choker will be compacted to 90% of maximum strength; small areas of fill in the choker may be required. The project will raise manhole covers to the new finish grade where required in the new widening and in the AC overlay area.

**Stage construction and equipment**

Construction activities will include placement of K-rail (temporary concrete barriers) along the existing edge of the saw cut roadway. Temporary crash cushions filled with sand will be placed at the ends of the K-rails. The K-rails are intended to provide a safety barrier between the vehicle traffic on SR 116 and the improvement work that will primarily be taking place outside the existing roadway. Activities will also include clearing and grubbing, which typically involve the use of excavators, dozers, and mulchers. A construction staging area will be established within the project boundary, to the northwest from the intersection of Madrone Avenue and SR 116, depicted on Figure 2 as the temporary impact area. There will be exclusionary fencing with an approximate buffer of about five feet from the vegetation/wetland features adjacent to the staging area.

Excavators will be used to dig the trenches needed to construct culverts. Dozers and excavators will likely be used for general grading and contouring. Rollers will be used to compact the soil, and water trucks will supply water used to aid soil compaction and dust control. Dump trucks, graders, and compactors will be used to lay the road aggregate subbase and aggregate base. In the first stage, AC will be placed up to 0.1 foot below finished grade. The second stage of construction will overlay the entire roadway width with AC, for consistency and smooth transition between the old and new pavement. Hauling trucks, pavers and rollers will be used to place and compact the AC. Pavement delineation, such as stripping and “bot dots,” will be installed using specialized equipment.

Cold-planing will be used to build the conforms at the eastern and western ends of the project, and the northern and southern intersections of Madrone Avenue.

The majority of the construction work will take place during daylight hours behind the K-rail. However, excavation will occur at night to avoid peak traffic, particularly because one-way traffic control will be required.

A speed limit of 15 miles per hour (mph) in the project area in unpaved areas will be enforced to reduce dust and excessive soil disturbance.
Construction access, staging, storage, and parking areas will be located within the Caltrans right-of-way and outside of any designated ESAs. Access routes and the number and size of staging and work areas will be limited to the minimum necessary to construct the proposed project. Routes and boundaries of roadwork will be clearly marked prior to initiating construction or grading.

All food and food-related trash items will be enclosed in sealed trash containers at the end of each day and removed completely from the site at least once every 3 days. No pets from project personnel will be allowed anywhere in the proposed project work area during construction. All equipment will be maintained such that there will be no leaks of automotive fluids such as gasoline, oils or solvents and a Spill Response Plan will be prepared.

The project will require 70 workdays. The construction of the project is scheduled to begin in June 2013.

B. Environmental setting

The proposed project is situated in a low-lying area of east of the California North Coast Range. The geographical region is known as the Santa Rosa Plain and the dominant natural feature of the region is a drainage called the Laguna de Santa Rosa.

The project location is a paved transportation facility: a rural highway with one lane in each direction, intersected by a local street with one lane in each direction. This segment of SR 116 serves as a major connector between Highway 101 to the east and the Sebastopol area and the coastal area to the west. The Madrone Avenue intersection serves as one of the access routes to Thomas Page Elementary School.

The intersection of Old Gravenstein Highway and Madrone Ave. is located in an area that is a combination of rural residential, agricultural, and limited commercial land uses, with the rural residential and commercial uses clustered around Old Gravenstein Highway. The more densely populated and more suburban area of Cotati is about a third of a mile to the east. Visually, the immediate vicinity of the project can be characterized as somewhat urbanized, given the close proximity of a trucking concern and a self-storage facility. See Figure 1, page 2.

The facility is bordered by unpaved areas covered with ruderal vegetation. Existing drainage facilities comprise a combination of buried corrugated metal pipe and unlined drainage ditches.

Lead levels in the shallow soil in the Gravenstein corridor have been raised by human activities, i.e., leaded-fuel emissions, but the average for the corridor is not high enough to make surplus soil a hazardous waste. Regulatory databases do not show any known contaminated sites that could impact the project area.

No historic structures have been identified in the immediate vicinity of the project. No archaeological resources are known to be present.

The project area falls within the Santa Rosa Plain Conservation Strategy Area, and portions of the project area are identified by the Strategy as being within 1.3 miles of known breeding sites of the endangered California Tiger Salamander (CTS) (Ambystoma californiense), and within designated Critical Habitat for
the distinct Sonoma population of the CTS. Although most of the project area is mapped by the Strategy as developed and unfit for habitat, some suitable upland dispersal habitat for CTS occurs within the project area in the form of open grassland habitat within the dispersal distance of breeding ponds. It is unlikely that the roadside ditches within or near the project area would be a CTS breeding source because the upland habitat is fragmented by development and roadways, the roadside ditches have not been observed to contain a sufficient amount of water to be considered a suitable breeding pond, and the project area has documented CTS predators, such as raccoons, opossums, and feral cats.

Aquatic resources include roadside ditches.

**Consistency with existing zoning, plans, and other applicable land use controls**

The Santa Rosa Plain Conservation Strategy is a comprehensive plan created and implemented by a consortium of local, state, and federal agencies\(^1\) to guide long-term conservation sufficient to mitigate potential adverse effects due to future development within the Santa Rosa Plain on a suite of plant and wildlife species protected under the Federal Endangered Species Act, in addition to habitat for the federally listed California tiger salamander and for four federally endangered plant species. The proposed project is located adjacent to the conservation area boundary established by the Santa Rosa Plain Conservation Strategy. Most of the project area is mapped by the Strategy as “developed”. The project proposes compensation for affects to protected resources and minimization measures incorporated into construction that are consistent with the Strategy.

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\(^1\) The US Fish and Wildlife Service, The California Department of Fish and Game, the US Army Corps of Engineers, the US Environmental Protection Agency, the North Coast Regional Water Quality Control Board, the County of Sonoma, the Cities of Cotati, Rohnert Park, Santa Rosa, and Windsor, the Laguna de Santa Rosa Foundation, and representatives of the local community.
C. ENVIRONMENTAL FACTORS POTIENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 9 for additional information.

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<th>Aesthetics</th>
<th>Agriculture and Forestry</th>
<th>Air Quality</th>
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<td>Biological Resources</td>
<td>Cultural Resources</td>
<td>Geology/Soils</td>
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<td>Greenhouse Gas Emissions</td>
<td>Hazards and Hazardous Materials</td>
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<td>Population/Housing</td>
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<td>Transportation/Traffic</td>
<td>Utilities/Service Systems</td>
<td>Mandatory Findings of Significance</td>
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D. DETERMINATION

On the basis of this initial evaluation:

| ☒ | I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. |
| ☐ | I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. |
| ☐ | I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. |
| ☐ | I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. |
| ☐ | I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required |

Signature:  
Date:  
Printed Name:  
For:
Proposed Negative Declaration
Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (the Department) proposes to improve safety at the intersection of Madrone Ave. and State Route 116 (Old Gravenstein Highway) by including a left-turn lane in each direction on Old Gravenstein Highway. The project will widen the pavement several feet northwards towards Derby Lane to make the needed room. In doing so it will extend drainage culverts to the edge of the new pavement. Drainage ditches that the project will fill will be replaced with new ditches and culverts.

Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is the Department’s intent to adopt an ND for this project. This does not mean that the Department’s decision regarding the project is final. This ND is subject to modification based on comments received by interested agencies and the public.

The Department has prepared an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

Any effects to natural communities are minimal and are offset by re-establishment of the affected environmental values within the project area, or by purchase of credits at a mitigation bank or through contributions to a similar institution. Any possible contributions to cumulative impacts are minimized by the application of Caltrans BMPs and restrictions on construction to minimize impacts. Tree loss is compensated by replanting and maintaining replacement trees in the project area.

The proposed project would have no effect on traffic/transportation, recreation, public services, growth, agriculture, air quality, cultural resources, geology, greenhouse gasses, hazardous waste, land use, mineral resources, or noise.

In addition, the proposed project would have no significant effect on utilities, or on visual, biological, aquatic, or hydrologic resources.

James B. Richards
Deputy District Director
District 4
California Department of Transportation
E. CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation</th>
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I. AESTHETICS: Would the project:

a) Have a substantial adverse effect on a scenic vista  ☐ ☐ ☐ ☒

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway  ☐ ☐ ☒ ☐

c) Substantially degrade the existing visual character or quality of the site and its surroundings?  ☐ ☐ ☐ ☒

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?  ☐ ☐ ☐ ☒

The intersection of Old Gravenstein Highway and Madrone Ave. is located in an area that is a combination of rural residential, agricultural, and limited commercial land uses. The facility is bordered by unpaved areas covered with ruderal vegetation. The immediate vicinity of the project can be characterized as somewhat urbanized, given the close proximity of a trucking concern and a self-storage facility. Existing drainage facilities comprise a combination of buried corrugated metal pipe and unlined drainage ditches.

A sparsely branched oak with a small canopy will be removed, and a ponderosa pine on adjoining private land will be heavily pruned. The trees contribute little visually to the area. As there are no sensitive visual elements in the immediate vicinity of the proposed widening for left turn lanes, and only a relatively small loss of open ground in an area with a relative abundance of unpaved area despite its urbanizing character, there is no visual impact.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project. and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

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c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

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d) Result in the loss of forest land or conversion of forest land to non-forest use?

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e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

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No agricultural lands are affected by the project.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

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b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

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d) Expose sensitive receptors to substantial pollutant concentrations?

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e) Create objectionable odors affecting a substantial number of people?

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The project will not increase capacity and so will not affect air quality.

IV. BIOLOGICAL RESOURCES: Would the project:

a) 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?

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b) 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 US Fish and Wildlife Service?

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c) 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?

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d) 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?

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e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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</table>

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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<tr>
<th>Potentially Significant Impact</th>
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Project-related construction could potentially directly affect the California Tiger Salamander (CTS) through permanent loss of potential non-breeding upland habitat, and potential harassment or harm if individuals are present during construction. The project will not result in the fragmentation of existing critical habitat and will not modify or destroy CTS critical habitat. The project will also result in the loss of a small amount of potential wetlands and waters as defined under the Clean Water Act.

<table>
<thead>
<tr>
<th>Biological Resource</th>
<th>Temporary Impacts (acres)</th>
<th>Permanent Impacts (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadside Ditch/Wet</td>
<td>0.000</td>
<td>0.003</td>
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<tr>
<td>Roadside Ditch (Wetlands)</td>
<td></td>
<td></td>
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<tr>
<td>Roadside Ditches (Waters)</td>
<td>0.011</td>
<td>0.000</td>
</tr>
<tr>
<td>California Tiger Salamander</td>
<td>(non-breeding upland habitat)</td>
<td>0.077</td>
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</table>

Compensation for impacts will include contributions to approved wetland and CTS compensation banks in the Santa Rosa Plain region, including any banks that can be identified in the North West Conservation Area. Roadside ditches will be relocated where possible in kind at a 1:1 ratio within the project area. A plan will be prepared and will include a description of the proposed off-site compensation.

Caltrans proposes to compensate for permanent effects to potential CTS upland habitat and wetlands through purchase of 1.24 acres at an agency approved mitigation bank. This compensation for loss of habitat is provided as "mitigation" in the sense of Fish & Game Code Sec. 2081(b)(2), under which the Department of Fish and Game requires mitigation measures to address any habitat loss, even if the loss is not significant under CEQA. 0.003 acres (approx. 150 square feet) of ditch wetland will not be replaced by new unlined ditch. In the event that regulatory compliance requires that this area also be replaced, wetland credits will also be
purchased, if it is found that the CTS bank purchase does not also cover wetlands compensation.

Prior to the start of construction activities, the biologist(s) will survey the project area for CTS. If CTS is found, the designated biologist shall contact the USFWS and CDFG to determine if relocating the salamander is appropriate. If the USFWS and CDFG approve relocation of animals, the biologist shall be allowed sufficient time to move the salamander from the work site before construction activities begin.

A qualified biological monitor will be onsite each day during construction, and during initial site grading of development sites where CTS presence is inferred. The designated biologist(s) will be active on the project until such time as all construction activities that may result in take of CTS are complete. Before the start of work each morning, the biological monitor will check for animals under any equipment such as vehicles and stored pipes. At the end of each work day, the contractor shall create an escape ramp at each end of any open trench greater than one foot deep, to allow any animals that may have become entrapped in the trench to climb out overnight.

Initial grading and clearing will be conducted between April 15 and October 31, outside the Central and Northern California rainy season, and depending on the level of rainfall and/or site conditions. This time period is when drainages would be either dry or at their lowest water level to minimize potential impacts to species that use the drainage habitats such as migrating California tiger salamander.

The minimal direct effects combined with the implementation of the avoidance and minimization measures incorporated into the project will ensure that the project does not contribute to cumulative effects to CTS.

To the extent practicable, shrub and tree trimming and/or removal activities associated with the proposed project will be conducted outside the nesting season (generally between February 1 and August 31) for migratory birds. If shrub and tree removal is scheduled to occur during the nesting season, a qualified wildlife biologist, familiar with the nesting bird species and habitats in the project area, will conduct preconstruction surveys for nesting birds within suitable nesting habitat in the project area. The nesting bird surveys should be conducted within at least 1 week before initiation of construction activities within those habitats, and during construction throughout the nesting season. If no active nests are detected during surveys, construction may proceed. If active nests are detected then a no-disturbance buffer will be established around active nests identified during preconstruction surveys. The extent of the no-disturbance buffers will be determined by a wildlife biologist in coordination with CDFG and will depend on the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Within this buffer, all non-essential construction activities (e.g., equipment storage, meetings) should be avoided; however, construction activities can proceed if the biological monitor determines that nesting birds are not likely to abandon the nest during construction.

Caltrans biologists and project engineers held a series of meetings during which biological resource maps and project design maps were compared. The team then focused on determining a means of developing project engineering designs or construction approaches that would reduce impacts to the maximum extent practicable. The outcome of the meetings was an overall reduction of the proposed project footprint or area of impact within special-status species habitat or in sensitive habitat types. As a result, construction of new pavement is restricted to the north side of the roadway to avoid additional impacts to biological resources.

On November 14, 15, and 22, 2011, Caltrans informally consulted (via email) with the USFWS regarding potential effects of the Madrone Avenue left-turn channelization. The proposed project was introduced to Mr. John Cleckler, USFWS, and the general approach taken to date to conduct the analysis was discussed. Mr. Cleckler directed Caltrans to use the 2007 programmatic opinion for the SRPCS as guidance (USFWS 2007). In addition, Stephanie Buss, CDFG Environmental Scientist, conducted a site visit with Caltrans biologists on November 8, 2011. The group observed numerous small animal burrows within the project area, and standing water outside the project area in portions of the ditch adjacent to Derby Road. Based on these observations and
the recorded occurrence of an adult CTS on the north side of Derby Road, Ms. Buss determined that CTS could be present. On January 26, 2012, Caltrans biologists met Mr. Cleckler and Ms. Buss at the project site further to discuss the potential for the roadside ditches within the project area to provide suitable CTS breeding habitat. On January 30, 2012, Dr. Jeff Wilkinson, H.T. Harvey & Associates Senior herpetologist, conducted an assessment of the roadside ditches for use by breeding California tiger salamanders. After considering the best available scientific data and the site conditions, Dr. Jeff Wilkinson concluded that the roadside ditches do not provide viable CTS breeding habitat (based on ponding duration and depth).

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? ☒ ☒ ☐ ☒

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ☒ ☒ ☐ ☒

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☒ ☒ ☐ ☒

d) Disturb any human remains, including those interred outside of formal cemeteries? ☒ ☒ ☐ ☒

No historic structures have been identified in the immediate vicinity of the project. No archaeological resources are known to be present, and as the project is constructed on areas that have been previously disturbed or are man-made fill, there is little risk of damage to unknown archaeological resources.

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a 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 Division of Mines and Geology Special Publication 42? ☒ ☒ ☐ ☒

ii) Strong seismic ground shaking? ☒ ☒ ☐ ☒

iii) Seismic-related ground failure, including liquefaction? ☒ ☒ ☐ ☒

iv) Landslides? ☒ ☒ ☐ ☒

b) Result in substantial soil erosion or the loss of topsoil? ☒ ☒ ☐ ☒

c) 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? ☒ ☒ ☐ ☒
d) 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?

[ ] No
[ ] Yes
[ ] Mitigated
[ ] Mitigated with Mitigation
[ ] Mitigated with Mitigation

The project contains no components which would contribute to soil or slope instability. All slopes will be stabilized using standard Caltrans erosion-control BMPs.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project’s direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. See http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

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VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) 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?

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

d) 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?

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?

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?
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? 

h) 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?

Previous investigations have indicated the presence of aerially deposited lead next to the edge of pavement in this area, but the project involves little excavation of existing unpaved soil. Soils at a distance from the roadway, at the location of the new ditch, would not contain lead in concentrations that would pose a hazard or trigger regulatory action. Thermoplastic striping would be removed and disposed of in compliance with standard Caltrans procedures.

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<tr>
<th>IX. HYDROLOGY AND WATER QUALITY: Would the project:</th>
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<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
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<td>b) 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 level (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)?</td>
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<tr>
<td>c) 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?</td>
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<tr>
<td>d) 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?</td>
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<tr>
<td>e) 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?</td>
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<tr>
<td>f) Otherwise substantially degrade water quality?</td>
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<td>g) 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?</td>
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<tr>
<td>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
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<td>i) 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?</td>
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<td>j) Inundation by seiche, tsunami, or mudflow</td>
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The project will add 0.62 acres of impervious area, which includes 0.36 acres of new pavement and 0.26 acres of reworked pavement. The projected total disturbed soil area is 0.95 acres. Additional treatment for increased runoff from this increased impervious area is provided by the biostrips which are a component of this project. Sediment from construction will be minimized by the use of Caltrans’s construction best management practices for stormwater.

| Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community? ☐ ☐ ☐ ☒

b) 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? ☐ ☐ ☐ ☒

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ ☒

The project proposes compensation for affects to protected resources and minimization measures incorporated into construction that are consistent with the Santa Rosa Plain Conservation Strategy.

XI. MINERAL RESOURCES: Would the project:

a) 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? ☐ ☐ ☐ ☒

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ☐ ☐ ☐ ☒

There are no documented mineral resources within the project area.

XII. NOISE: Would the project result in:

a) 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? ☐ ☐ ☐ ☒

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ☐ ☒

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ☐ ☐ ☐ ☒

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ☐ ☐ ☐ ☒

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?
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?

The project does not increase capacity and should improve congestion at the intersection. As such, it would not introduce new noise impacts or increase noise levels. Construction noise would be temporary and would be within acceptable levels for construction activity as specified by local plans.

XIII. POPULATION AND HOUSING: Would the project:

a) 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)?

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No additional residential or commercial right-of-way is required to construct this project. As such, no displacements will occur.

XIV. PUBLIC SERVICES:

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 of the public services:

  - Fire protection?
  - Police protection?
  - Schools?
  - Parks?
  - Other public facilities?

Caltrans will prepare a Traffic Management Plan that will ensure accessibility through the project area for vehicles associated with essential services, and to the nearby school. Project construction should yield a benefit to public services by reducing congestion at the intersection.
### XV. RECREATION:

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<tr>
<td>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?</td>
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<td>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</td>
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The project does not include any recreational areas.

### XVI. TRANSPORTATION/TRAFFIC: Would the project:

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<tr>
<td>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</td>
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<td>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</td>
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<tr>
<td>c) 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?</td>
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<td>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
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<tr>
<td>e) Result in inadequate emergency access?</td>
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<tr>
<td>f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</td>
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To maintain the flow of traffic during construction, Caltrans will prepare a Traffic Management Plan that will ensure accessibility through the project area for vehicles associated with essential services, and to the nearby school. Project construction should yield a benefit to public services by reducing congestion at the intersection.
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ☐ ☐ ☐ ☒

b) 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? ☐ ☐ ☐ ☒

c) 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? ☐ ☐ ☒ ☐

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ☐ ☐ ☐ ☒

e) 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? ☐ ☐ ☐ ☒

f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs? ☐ ☐ ☐ ☒

g) Comply with federal, state, and local statutes and regulations related to solid waste? ☐ ☐ ☐ ☒

The project proposes alterations to existing drainage facilities and will add 0.5 acres of additional impervious area. Additional treatment for increased runoff from this new impervious area is provided by the biostrips which are a component of this project. The total volume of additional runoff flowing away from the project area will not cause increases that will result in impacts for the connecting drainage systems, and improvements to local drainage should reduce local flooding.
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? □ □ ☒ □

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? □ □ □ ☒

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? □ □ □ ☒

Caltrans’s application of best management practices; the re-establishment of ditches and vegetation in kind, and at increased ratios for oaks; incorporation of minimization measures into project construction; and compensation for losses to protected natural communities ensure that there are no residual impacts from this project that can contribute to cumulative impacts.
Appendix A: References

Madrone Channelization Project Natural Environment Survey. Caltrans District 4 Office of Biological Studies and Permits, Oakland, CA, March 2012

Sonoma 116 Left Turn Channelization Visual Impact Analysis, Caltrans District 4 Office of Landscape Architecture, February 2012.


Section 106 Reassessment/Revalidation and CEQA/5024 Review of Madrone Road and SON-116 (PM 34.09/34.47) Left-Turn Channelization, Unincorporated Sonoma County. Caltrans District 4 Office of Cultural Studies, December 2011.


Chris Wilson, “Re: Madrone Channelization”, e-mail to Oliver Iberien. August 5, 2010.

Glenn Kinoshita, “Comments from the Air/Noise/Energy Branch”. Memorandum, Caltrans Office of Environmental Engineering, November 8, 2011

Chris Wilson, “Comments from the Hazardous Waste Branch”. Memorandum, Caltrans Office of Environmental Engineering, December 27, 2011

Chris Wilson, “Comments from the Hazardous Waste Branch”. Memorandum, Caltrans Office of Environmental Engineering, June 6, 2011

Chris Wilson, “Comments from the Hazardous Waste Branch”. Memorandum, Caltrans Office of Environmental Engineering, January 3, 2010
Appendix B: Notice of Intent to Adopt a Negative Declaration

PUBLIC NOTICE
Notice of comment period until April 30, 2012 for the Initial Study for the Madrone Ave. Left-Turn Channelization Project

Caltrans plans to improve safety at the intersection of Madrone Ave and State Route 116 (Old Gravenstein Highway) by including a left-turn lane in each direction on Old Gravenstein Highway. The project will widen the pavement several feet northward towards Derby Lane to make the needed room. In doing so, it will extend drainage culverts to the edge of the new pavement. Drainage ditches that the project will fill will be replaced with new ditches and culverts.

The California Environmental Quality Act requires that Caltrans disclose the projected environmental impacts of this project, and allow the public a set period of time in which to comment on the Initial Study (IS) that Caltrans has prepared to document its assessment.

Our assessment is that the project will result in small impacts to marginal habitat for the endangered California Tiger Salamander, to wetlands, in the form of ditches; and to water quality, due to a small increase in paved surface area. These impacts are not considered significant, but Caltrans will minimize them by providing for replacement habitat in Sonoma County, and by incorporating stormwater runoff treatment on the project site. The project will also provide three replacement oak trees on the project site for a tree that will be removed.

On the basis of the Initial Study, Caltrans intends to adopt a negative declaration under CEQA. The IS is available for download at http://www.dot.ca.gov/dist4/envdocs.htm. To request a print copy, or an open-house presentation of the project by Caltrans staff, write to Caltrans District 4, Attn: V. Shearer, PO Box 23660 MS 813, Oakland, CA 94623-0660.

The public may send comments about Caltrans projects at any time, but the official comment period is your opportunity to have your comments addressed as part of the legally mandated environmental-review process. Caltrans will respond to comments in the final version of the IS. Email your comments to the email address indicated in the IS, or send postal mail to the address given above. Comments must be received by 5:00 p.m. on April 30, 2012.

Advertisement run in the Santa Rosa Press-Democrat, March 31, 2012
Appendix C: Notice of Determination (DRAFT)

Notice of Determination

To:
☐ Office of Planning and Research
☐ U.S. Mail: [Street Address:]
P.O. Box 3044 1400 Tenth St., 3rd 113
Sacramento, CA 95812-3044 Sacramento, CA 95814
☐ County Clerk
☐ County of:
☐ Address: [ ]

From:
Public Agency: Department of Transportation
Address: 111 Grand Ave.
Oakland, CA 94612
Contact: Melanie Brent
Phone:

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse):

Project Title: Madrone Ave. Left-Turn Channelization Project

Project Applicant: Department of Transportation, District 4

Project Location (include county): Contra, CA

Project Description:
Coltrin plans to improve safety at the intersection of Madrone Ave. and State Route 116 (Old Gravenstein Highway) by
inducing a left turn lane in each direction on Old Gravenstein Highway,
the project will widen the pavement several feet northwards towards Derby Lane to make the needed room. In doing
so it will extend drainage culverts to the edge of the new pavement. Drainage ditches that the project will fill
will be replaced with new ditches and culverts.

This is to advise that the [ ] Lead Agency or [ ] Responsible Agency
has approved the above described project on [date] and has made the following determinations regarding the above described project.

1. The project [] will [ X] will not have a significant effect on the environment.
2. [ ] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   [ X] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [] were [ X] were not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [ ] was [ X] was not adopted for this project.
5. A statement of Overriding Considerations [ ] was [ X] was not adopted for this project.
6. Findings [ ] were [ X] were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the
negative Declaration, is available to the General Public at:

Signature (Public Agency): [ ]
Title: [ ]
Date: [ ]
Date Received for filing at OPR: [ ]
### Appendix D: List of Preparers

<table>
<thead>
<tr>
<th>Name</th>
<th>Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Darcangelo, Jennifer</td>
<td>Caltrans District 4 Office of Cultural Studies</td>
</tr>
<tr>
<td>Green, Kirsten</td>
<td>Caltrans District 4 Office of Cultural Studies</td>
</tr>
<tr>
<td>Iberien, Oliver</td>
<td>Caltrans District 4 Office of Environmental Analysis</td>
</tr>
<tr>
<td>Kinoshita, Glenn</td>
<td>Caltrans District 4 Office of Environmental Engineering</td>
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<tr>
<td>Lindsay, Susan</td>
<td>Caltrans District 4 Office of Landscape Architecture</td>
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<tr>
<td>Martinez, Fernando</td>
<td>Caltrans District 04 Office of Biological Studies and Permits</td>
</tr>
<tr>
<td>Martono, Wilfung</td>
<td>Caltrans District 4 Office of Environmental Engineering</td>
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<td>Massarweh, Anthony</td>
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<td>Mc, Kee, Lissa</td>
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<tr>
<td>Montero, Carie</td>
<td>Caltrans District 4 Office of Cultural Studies</td>
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<tr>
<td>Uribe, Ana</td>
<td>Caltrans District 4 Office of Environmental Engineering</td>
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<tr>
<td>Wilson, Christopher</td>
<td>Caltrans District 4 Office of Environmental Engineering</td>
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</table>
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN SONOMA COUNTY
IN COTATI
FROM EAST OF STONEY POINT ROAD
TO ALDER AVENUE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

BEGIN CONSTRUCTION
PM 34.1

Begin Work
Sta 30+00

END CONSTRUCTION
PM 34.5

End Work
Sta 60+00

NO SCALE
NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES [STRUCTURAL SECTIONS] ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.

2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.

ROUTE 118
30+40 TO 50+25.5
NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LAYOUT
SCALE: 1" = 50'

L-2
NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

EROSION CONTROL (TYPE 1)
- COMPOST BLANKET
- FIBER ROLLS
- HYDROSEED

EROSION CONTROL (TYPE 2)
- ROLLED EROSION CONTROL PRODUCT (NETTING)
- HYDROSEED

FIBER ROLLS

ABBREVIATIONS:

EC - EROSION CONTROL
RECP - ROLLED EROSION CONTROL PRODUCT

EROSION CONTROL PLAN
SCALE: 1" = 50'

APPROVED FOR EROSION CONTROL WORK ONLY

04000200251
EROSION CONTROL QUANTITIES

<table>
<thead>
<tr>
<th>SHEET NUMBER</th>
<th>EROSION CONTROL (COMPOST BLANKET)</th>
<th>FIBER ROLLS</th>
<th>EROSION CONTROL (HYDROSEED)</th>
<th>ROLLED EROSION CONTROL PRODUCT (NETTING)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>CY</td>
<td>LF</td>
<td>SOFT</td>
<td>SOFT</td>
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<tr>
<td>EC-1</td>
<td>12</td>
<td>1025</td>
<td>9470</td>
<td>1808</td>
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<td>EC-2</td>
<td>11</td>
<td>520</td>
<td>6258</td>
<td>248</td>
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<td>TOTAL</td>
<td>23</td>
<td>1545</td>
<td>15,728</td>
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ROLLED EROSION CONTROL PRODUCT (NETTING) IN UNLINED V-DITCH

ROLLED EROSION CONTROL PRODUCT (NETTING) AT FLARED END SECTION- TYP.

EROSION CONTROL DETAILS AND QUANTITIES

NO SCALE

ECD-1
## DRAINAGE QUANTITIES

<table>
<thead>
<tr>
<th>DRAINAGE SHEET NO.</th>
<th>DRAINAGE SYSTEM NO.</th>
<th>DESCRIPTION</th>
<th>STATION</th>
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<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>G2.01 WITH SIDE OPENING</td>
<td>33±00</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>12' AFC</td>
<td>33±40</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>12' AFC</td>
<td>31±20</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>BSP</td>
<td>37±80</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>18' AFES</td>
<td>39±80</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>REMOVE HEAD WALL</td>
<td>39±80,55</td>
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<tr>
<td>1</td>
<td>1</td>
<td>D2.02</td>
<td>40±30</td>
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<td>1</td>
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<td>18' AFC</td>
<td>40±21.21</td>
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<td>1</td>
<td>36' AFC</td>
<td>41±80</td>
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<td>1</td>
<td>REMOVE HEAD WALL</td>
<td>41±80,11</td>
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<tr>
<td>1</td>
<td>1</td>
<td>HEAD WALL</td>
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<td>1</td>
<td>1</td>
<td>REMOVE HEAD WALL</td>
<td>45±07,18</td>
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**Sheet Total:** 480.61 18 1 2 2 1 54 2 2 2 5,867,618 9

**Relative Drawing Scale:** 1" = 100'
NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

NOTES:
1 UTILITIES SHOWN ARE EXISTING AND LOCATIONS
ARE APPROXIMATE EXCEPT AS NOTED.
2 LOCATIONS OF UTILITIES SHOWN ON THESE PLANS
ARE APPROXIMATE AND SHALL BE VERIFIED BY
THE CONTRACTOR.

LEGEND:
EXISTING UTILITIES

OWNER

AT&T

CITY OF COTATI

UG TELEPHONE
SANITARY SEWER
STORM DRAIN
NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

ABREVIATION:
TfES4: TEMPORARY FENCE ENVIRONMENTALLY SENSITIVE EASEMENT AREA AND TEMPORARY PERIMETER BARRIER

LEGEND:
- CONSTRUCT THIS STAGE
  Temp RAILING (TYPE K)
  Temp CRASH CUSHION (ABSORB 350)
  BEGIN REMOVAL PAVEMENT DELINEATION
  END REMOVAL PAVEMENT DELINEATION
  BEGIN TEMPORARY TRAFFIC STRIPE (PAINT)
  END TEMPORARY TRAFFIC STRIPE (PAINT)
  -TFESA- CHANGE OF PAVEMENT DELINEATION DETAILS

OTHER NOTES:
1. ALL DRIVEWAYS TO REMAIN OPEN ALL THE TIME.
2. ALL POST MILE MARKERS TO BE PRESERVED & REINSTALLED.
3. EASTBOUND WIDENING MUST BE COMPLETED PRIOR TO WESTBOUND WIDENING.
4. EXACT LOCATION OF TFESA TO BE DETERMINED BY THE ENGINEER

SECTION A-A
NO SCALE

STAGE CONSTRUCTION PLAN
STAGE 1
SCALE: 1" = 50'

APPROVED FOR STAGE CONSTRUCTION WORK ONLY

UNIT 0229
PROJECT NUMBER & PHASE 0400200251
CONSTRUCTION AREA SIGNS

<table>
<thead>
<tr>
<th>SIGN No.</th>
<th>SIGN CODE</th>
<th>SIGN MESSAGE</th>
<th>PANEL SIZE (INCH X INCH)</th>
<th>No. OF POSTS (EA - INCH-THICK)</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N20-1</td>
<td>ROAD WORK AHEAD</td>
<td>48 x 48</td>
<td>1-4 x 6</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>G20-2</td>
<td>END ROAD WORK</td>
<td>36 x 18</td>
<td>1-4 x 4</td>
<td>4</td>
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</table>

LEGEND

1. CONSTRUCTION AREA SIGNS

NOTES:
1. EXACT LOCATION AND POSITION OF CONSTRUCTION AREA SIGNS TO BE DETERMINED BY THE ENGINEER.
2. CONSTRUCTION AREA SIGNS TO BE STATIONARY MOUNTED.

CONSTRUCTION AREA SIGNS
NO SCALE

THIS PLAN ACCURATE FOR CONSTRUCTION AREA SIGN WORK ONLY

UNIT 0229 PROJECT NUMBER PHASE 0400260251
NOTES:

1. ALL LANES 12' WIDE UNLESS NOTED.
2. EDGE LINE OFFSET 2' FROM CENTERLINE.

LEGEND:

- PAVEMENT DELINEATION DETAIL
  - CHANGE OF PAVEMENT DELINEATION DETAIL

PAVEMENT DELINEATION PLAN

SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

PD-1
NOTES:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CONFORM TO
EXISTING STREET
### Pavement Delineation Quantities

#### PAVEMENT MARKER

<table>
<thead>
<tr>
<th>SHEET No.</th>
<th>STATION</th>
<th>DETAIL No.</th>
<th>RETRO-REFLECTIVE (TYPE D)</th>
<th>RETRO-REFLECTIVE (TYPE D)</th>
<th>4&quot; WHITE</th>
<th>4&quot; YELLOW</th>
<th>8&quot; WHITE</th>
<th>TYPE III (L) ARROW</th>
<th>STOP</th>
<th>SOFT</th>
<th>12&quot; WHITE LINE</th>
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<td>PD-1</td>
<td>ALN1 30+98 TO 41+50 27B</td>
<td>27B</td>
<td>10</td>
<td>1828</td>
<td>1800</td>
<td>192</td>
<td>84</td>
<td>88</td>
<td>190</td>
<td>172</td>
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<td>PD-1</td>
<td>ALN1 30+98 TO 35+55 29</td>
<td>29</td>
<td>40</td>
<td>1800</td>
<td>1800</td>
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<td>84</td>
<td>88</td>
<td>190</td>
<td>172</td>
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<td>47</td>
<td>1800</td>
<td>1800</td>
<td>192</td>
<td>84</td>
<td>88</td>
<td>190</td>
<td>172</td>
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<tr>
<td>PD-1</td>
<td>ALN1 38+40 TO 41+50 38</td>
<td>38</td>
<td>9</td>
<td>1800</td>
<td>1800</td>
<td>192</td>
<td>84</td>
<td>88</td>
<td>190</td>
<td>172</td>
<td></td>
</tr>
<tr>
<td>PD-1</td>
<td>ALN1 38+40 TO 41+50 38</td>
<td>38</td>
<td>9</td>
<td>1800</td>
<td>1800</td>
<td>192</td>
<td>84</td>
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<td>190</td>
<td>172</td>
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#### REMOVE EXISTING PAVEMENT DELINEATION

<table>
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<tr>
<th>STATION</th>
<th>REMOVE PAVEMENT MARKER</th>
<th>REMOVE THERMOPLASTIC TRAFFIC STRIPE</th>
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<tr>
<td>ALN1 30+98 TO 49+42 104</td>
<td>EA</td>
<td>LF</td>
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#### TEMPORARY PAVEMENT DELINEATION

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<tr>
<th>STATION</th>
<th>TEMPORARY TRAFFIC STRIPE (TAPE)</th>
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<tr>
<td>ALN1 30+98 TO 49+42 2192</td>
<td>LF</td>
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### Pavement Delineation Quantities

PDQ-1
### ROADWAY QUANTITIES

<table>
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<tr>
<th>STATION</th>
<th>HOT MIX ASPHALT (TYPE A)</th>
<th>COLD PLANE ASPHALT CONCRETE PAVEMENT</th>
<th>TACK COAT</th>
<th>PAVEMENT REINFORCING FABRIC</th>
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<tbody>
<tr>
<td></td>
<td>0.10' MAX DEPTH</td>
<td>0.25' MAX DEPTH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TON</td>
<td>SOYD</td>
<td>TON</td>
<td>SOYD</td>
<td></td>
</tr>
<tr>
<td>ALN1 30+98 TO 49+42</td>
<td>1800</td>
<td>133</td>
<td>584</td>
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<td>1800</td>
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<td>5600</td>
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### STAGE CONSTRUCTION QUANTITIES

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<th>SHEET No.</th>
<th>STATION</th>
<th>TEMPORARY RAILING (TYPE K)</th>
<th>TEMPORARY CRASH CUSHION MODULE</th>
<th>TEMPORARY FENCE (ESU)</th>
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<td>ALN1 30+98 TO 41+50</td>
<td>LF</td>
<td>EA</td>
<td>LF</td>
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<tr>
<td>SC-1</td>
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<td>2104</td>
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<td>SC-2</td>
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### EARTHWORK

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<th>ROADWAY EXCAVATION</th>
<th>EMBANKMENT (N)</th>
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<td>2228</td>
<td>470</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2228</td>
<td>470</td>
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</table>
NOTES
1. Exact location and position of Roadside Sign to be determined by the Engineer.

LEGEND
- Roadside Sign Number
- Remove Roadside Sign
- Relocate Roadside Sign
- Existing Sign to remain

G5(CA)
R2-1(45)(CA)
G7(CA)
G9-5(CA)
R2-1(45)(CA)
R48-1(CA)
R48-2(CA)
R48-1(CA)
R81(CA)
R26(CA)

SIGN PLAN
NO SCALE
S-1
### Roadside Sign Quantities

<table>
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<tr>
<th>SIGN NO</th>
<th>CODE</th>
<th>PANEL SIZE</th>
<th>POST SIZE AND LENGTH</th>
<th>ROADSIDE SIGN ONE POST</th>
<th>REMOVE ROADSIDE SIGN</th>
<th>RELOCATE ROADSIDE SIGN</th>
<th>REMARKS</th>
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<tr>
<td>1</td>
<td>R1-1</td>
<td>30&quot;</td>
<td>4&quot;x4&quot;/6&quot;</td>
<td>EA</td>
<td>EA</td>
<td>EA</td>
<td></td>
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<tr>
<td>2</td>
<td>R1-1</td>
<td>30&quot;</td>
<td>4&quot;x4&quot;/6&quot;</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
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<td>4</td>
<td>R2/6(CA)</td>
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<td>1</td>
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<td></td>
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<td>5</td>
<td>R1-1</td>
<td>30&quot;</td>
<td>13'-0&quot;</td>
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<td>8</td>
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### Sign Panel Summary

<table>
<thead>
<tr>
<th>SIGN CODE</th>
<th>SIGN SIZE (inches)</th>
<th>SIGN AREA (sq. ft)</th>
<th>SHEETING COLOR</th>
<th>LEGEND</th>
<th>GRAPHIC FILM</th>
<th>UNFRAMED ALUMINUM</th>
<th>REMARKS</th>
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<tr>
<td>1</td>
<td>R1-1</td>
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<td>5.18</td>
<td>RED</td>
<td>III</td>
<td>WHITE PLAIN</td>
<td>2.78</td>
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<tr>
<td>2</td>
<td>R1-1</td>
<td>30&quot;</td>
<td>5.18</td>
<td>RED</td>
<td>III</td>
<td>WHITE PLAIN</td>
<td>2.78</td>
</tr>
<tr>
<td>3</td>
<td>R1-1</td>
<td>30&quot;</td>
<td>5.18</td>
<td>RED</td>
<td>III</td>
<td>WHITE PLAIN</td>
<td>2.78</td>
</tr>
</tbody>
</table>

**TOTAL**: 15.55

**Sign Quantities**: S-3