# SON-116 Roadway Rehabilitation

SONOMA COUNTY, CALIFORNIA
DISTRICT 4 – SON – 116
KP 44.9/55.7 (PM 27.8/34.5)
Expenditure Authorization 131571

## Initial Study with Negative Declaration


Caltrans

**State of California Department of Transportation**

April 2009

Caltrans Metric


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## GENERAL INFORMATION ABOUT THIS DOCUMENT

***What's in this document:***

The Department of Transportation (Department) has prepared this Initial Study (IS), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Sonoma, California. The document describes why the project is being proposed, alternatives for the project, the existing environment that could be affected by the project, the potential impacts from each of the alternatives, and the proposed avoidance, minimization and/or compensation measures.

This is the final version of this environmental document. Revisions from the previously circulated draft are indicated as *italics* (new or revised text) or fadeout (deleted text).

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# Summary

This is a roadway rehabilitation on State Route 116 in Sonoma County from west of Alder Avenue in Cotati to east of the intersection with Cooper Road nearest the Sebastopol city limit. In addition to repaving the roadway, the project incorporates traffic signals, left- and right-turn pockets, bus stop turnouts, full-size road shoulders in most areas, and other improvements to address local mobility issues. It also incorporates measures to decrease its effect on environmental resources such as the habitat of the California Tiger Salamander. Nearby Caltrans projects include the replacement of the Laguna de Santa Rosa Bridge in Sebastopol. Other alternatives have included repaving without other roadway improvements, and improvements without measures to reduce the project environmental footprint.

No significant impacts are expected. Environmental benefits include greater mobility for bicyclists and mass-transit users. Permits and approvals will be required from the United States Fish and Wildlife Service, the United States Army Corps of Engineers, the California Department of Fish and Game, and the North Coast Regional Water Quality Control Board.

04-SON-116-KP 44.9/55.7
(PM 27.8/34.5)
131571

Rehabilitation of State Route 116, from 0.1 miles west of Alder Avenue in Cotati, County of Sonoma, postmile 27.8, to Cooper Road, Sebastopol, County of Sonoma, postmile 34.5.

**INITIAL STUDY with Negative Declaration**
Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

4/30/09
Date of Approval

James B. Richards
Deputy District Director
California Department of Transportation


Caltrans

## NEGATIVE DECLARATION

**Pursuant to: Division 13, Public Resources Code**

The California Department of Transportation (the Department) proposes roadway rehabilitation of State Route 116 in Sonoma County from west of Alder Avenue in Cotati to east of the intersection with Cooper Road nearest the Sebastopol city limit. In addition to repaving the roadway, the project incorporates traffic signals, left- and right-turn pockets, bus stop turnouts, full-size road shoulders in most areas, and other improvements. It also incorporates measures to decrease its effect on environmental resources such as the habitat of the California Tiger Salamander.

**Determination**

This 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.

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

The proposed project would have no effect on air quality, land use, growth, housing, noise, public services, utilities and service systems, geological resources, or recreational resources.

In addition, the proposed project would have no significant effect on biological, cultural, agricultural, hydrological, or visual resources.

James B. Richards 4/30/09

James B. Richards
Deputy District Director
District 04
California Department of Transportation

Date

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# Chapter 1 PROPOSED PROJECT

## 1.1 INTRODUCTION

The California Department of Transportation (Caltrans) and its federal partner, the Federal Highway Administration (FHWA), propose to improve State Route (SR) 116 in Sonoma County from west of Alder Avenue to east of intersection with Cooper Road nearest the Sebastopol city limit. The total length of the project is 10.8 kilometers (6.7 miles). This is a roadway rehabilitation project that includes pavement restoration and operational improvements. The proposed project also addresses the mobility needs of mass-transit users. Figure 1-1 shows project location and vicinity maps.

SR-116 in Sonoma County is a rural highway that provides an east-west connection between the Pacific Coast and the Sonoma Valley, in Sonoma County, California. The proposed project is located along a portion of SR-116 between the City of Sebastopol and US Highway 101 in the City of Cotati. Within the project limits, SR-116 exhibits the non-standard intersections, non-standard shoulder and roadway dimensions, and a lack of left-turn lanes typical of older rural roads that have been incorporated into the overall State Highway System.

The projected year 2007 annual average daily traffic (AADT) along SR-116 within the project limits is approximately 22,300 vehicles. The projected year 2030 AADT is anticipated to be approximately 25,600 vehicles. Traffic volumes along SR-116 typically increase on weekends, when the highway is used to access the Pacific coast, or the wineries in western Sonoma County. Weekday use and traffic volumes are primarily generated by commuters destined for Santa Rosa to the north and Marin County to the south.

This project would be funded from the State Highway Operation and Protection Program (20.20.201.120) under the Roadway Preservation Category. The total project cost is $83 million to be funded by the State Highway Operation and Protection Program (SHOPP). Additional funds will come from the City of Cotati and Sonoma County through a cooperative agreement.The current estimate of non-escalated construction costs is $47,000,000 and of mitigation costs is $5,000,000. Escalated right-of-way costs would be $31,000,000 in the 2010/11 FY.

## 1.2 PURPOSE AND NEED

The purpose of the project is to return the roadway to good condition. Roadway needs addressed by this rehabilitation project include the following:

- Pavement on this section of SR-116 is worn, cracked, and heavily patched.
- Sections of the project area lack full-width paved shoulders, which provide for the accommodation of stopped vehicles, for emergency use, and for refuge in case of hazardous

# Figure 1-1 Project Vicinity and Area Map

situations. Shoulder widening has been found to significantly reduce run-off-the-road and head-on collisions. The widening and resurfacing of the entire paved shoulder also allows greater space for use by bicyclists and for the installation of bus stops. Buses in the project area have little room on the shoulder to pull off and make stops.

- The project area contains several skew intersections. Right-angle intersections provide the shortest crossing distance for motor vehicles, bicycles, and pedestrians. They also provide sight lines that optimize corner sight distance and the ability of drivers to judge the relative position and speed of approach vehicles.
- Several intersections in the project area lack separate turning lanes. Turning lanes remove turning movements from the intersection area by separating traffic movements into definite paths of travel. Currently, motorists may be using the shoulder to pass other vehicles that are waiting to turn left. This can be hazardous for pedestrians, cyclists, and maintenance personnel.
- The majority of the corrugated metal pipe cross-culverts under the roadway are rusting out and no longer function properly.
- Current reinforced concrete box (RCB) culverts used as bridges over creeks in the project area do not meet current standards for facilitation of fish passage, and in some cases are undersized, contributing to roadway flooding.

The primary purpose of roadway rehabilitation projects is to return roadways that ride rougher than established thresholds, and/or exhibit major structural distress, to good condition. The proposed project includes a set of design standards intended to increase SR-116 highway mobility in a manner that is compatible with, or that enhances, adjacent community values and regional plans.

## 1.3 PROJECT DESCRIPTION

The proposed project is a roadway rehabilitation project that will include restoration of the pavement by overlaying the existing roadway surface with asphalt concrete. As part of this effort, Caltrans also plans to standardize lane and shoulder widths, restripe the roadway, standardize intersection connections with adjacent roadways where feasible, and establish bus pads for mass transit. As part of the proposed project, some of the existing cross culverts and creek crossing structures will also be modified. Avoidance and minimization of project effects have been included in the project, and are summarized in relevant sections of this document. This project does not increase roadway carrying capacity.

## 1.4 ALTERNATIVES

### 1.4.1 No Build – No Action Alternative

Under the No Build alternative, the existing highway configuration would remain as it is. SR-116 is currently a two-lane rural highway with several obsolete features, including shoulders ranging

from 0.0-2.4 meters (0.0-8.0 feet) in width. The No Build alternative would not preclude spot improvements or routine maintenance as necessary.

The No Build Alternative does not meet the purpose and need of this project. However, baseline information was developed for the purposes of analysis and comparison to the build alternative.

### 1.4.2 Proposed Alternative

The proposed alternative comprises the following components:

#### 1.4.2.1 Roadway Surfacing and Striping

The proposed project will address the existing deteriorated condition of the roadway by repaving. After the surface has been rehabilitated, centerline and roadway edges will be re-striped.

#### 1.4.2.2 Provide Standard Shoulder Widths

Current California State Highway Engineering and Design Standards stipulate a shoulder width of 2.4 meters (8.0 feet), for new construction and for major reconstruction on conventional highways. The standard lanes and shoulders will be provided by adding onto the existing roadway. During design of the proposed project, engineers have allowed for occasional exceptions to this design standard for the purpose of avoiding or reducing environmental effects.

#### 1.4.2.3 Right- and Left-Turn Lanes

Separate turning lanes, which accommodate vehicles during left or right turning , prevent restrictions in traffic movement by separating traffic into definite paths of travel. In order to address the traffic restrictions and turning conditions within the project limits, the proposed project will create left- or right-turn lane channels at several larger intersections in the project area. Specific locations are listed in Table 1-1.

**Table 1-1 Right and Left Turn Lanes (Turn Pockets)**

| Intersection | Proposed New Lanes |
|---|---|
| New Todd Road | New left-turn lane southbound<br>New right-turn lane westbound |
| Lone Pine Road/<br>Mount Vernon Road | New left-turn pocket from westbound SR-116 onto Lone Pine Road<br>New left-turn pocket eastbound onto Mount Vernon Road<br>New right-turn lane on Lone Pine Road onto eastbound SR-116 |
| Mt. Vernon Road/<br>Hessel Road | New left-turn lane from westbound SR-116 onto Hessel Road<br>New eastbound left turn lane from SR-116 onto Mount Vernon Road<br>New right-turn lane on Hessel Road onto eastbound SR-116 |
| Llano Road | New left-turn pocket from eastbound SR-116 on to Llano Road |
| Blank Road | New westbound left-turn pocket on SR-116 onto Hessel Road<br>New eastbound right-turn pocket on SR-116 onto Hessel Road |
| Madrone Avenue | New eastbound left-turn lane from SR-116 onto Derby Lane<br>New westbound left-turn pocket on SR-116 onto Madrone Avenue |

#### 1.4.2.4 Standardization of Intersections

The proposed project includes correcting where feasible the existing non-standard alignments of several streets that have skewed intersections with SR-116, which represent hazards to motorists entering the roadway, to pedestrians, and to bicyclists attempting to cross SR-116. These include the following listed intersections:

- At the intersection of Hessel Road and Blank Road with SR-116, the proposed project will realign Hessel Road to be perpendicular with SR-116, and Blank Road will be realigned to intersect with Hessel Road instead of directly to SR-116.
- Todd Road will be extended to create new highway access with a T intersection to replace the existing skewed intersection at the current Old Gravenstein access. The Old Gravenstein connector to SR-116 will be made into a cul-de-sac.
- Minor changes may be made to other intersections in order to bring them into conformity with the dimensions of the rehabilitated roadway within the project limits.

#### 1.4.2.5 Signalization

Traffic signals will be installed at the following intersections:

- Lone Pine Road/Mount Vernon Road
- Hessel Road/Mount Vernon Road

#### 1.4.2.6 Bus Pads

Caltrans, in conjunction with Sonoma County Transit (SCTA), has determined sites for bus pads that are outside of major curves in the roadway and are easy for buses access. The proposed design includes bus pads in several locations, including near the intersections of SR-116 with Industrial, Bloomfield, Fredericks, Hessel/Mount Vernon, Daywalt, Woodworth, and Gilchrist.

#### 1.4.2.7 Box Culvert Improvement

The proposed project will replace existing box culverts with more appropriate structures, and, where necessary, remove existing debris or structures from creek channels within the project limits in order to improve fish passage and further to reduce the risk of flooding.

Existing box culverts will be replaced within the Project Limits at four locations:

- Jersey Creek: A new double box culvert will be constructed to replace the existing box culvert located at the SR-116 crossing of Jersey Creek. An old railway trestle will be removed as part of the proposed project, reducing the localized flooding and reducing the amount of fill in the channel.
- Blucher Creek: The existing triple box culvert that currently conveys Blucher Creek flows beneath SR-116 will be replaced with a clear-span bridge.

- The unnamed creek located near Llano Road: The existing reinforced concrete box (RCB) structure will be removed and replaced *with a prefabricated concrete arch bridge*.
- Washoe Creek: The existing box-culvert structure will be removed and replaced *with a prefabricated concrete arch bridge*.

#### 1.4.2.8 Cross Culverts and Ditches

The proposed project will replace existing cross-culverts that have deteriorated. All existing ditches within the project limits that will be displaced by the project activities will be replaced in-kind adjacent to the project components. In some portions of the roadway within the project limits, the existing drainage ditches will be relocated adjacent to the roadway.

The proposed project will incorporate biofiltration strips and swales to treat stormwater discharges from the highway or other impervious surfaces.

### 1.4.3 Alternatives Considered but Eliminated from Further Discussion

The development of alternatives for the SR-116 Roadway Rehabilitation project began with a 1985 Route Concept Report, which projected a conversion of SR-116 in the project area to a four-lane highway. Although that never advanced past the concept stage, a planned resurfacing project that began to be considered in 1989 became, after the scoping process, a larger-scale roadway rehabilitation project.

A number of alternatives for this project have successively been formulated and rejected from further study. These include the following:

- 1985 Route Concept Report: Projected a widening of SR-116 in the project area to a four-lane divided highway with parallel bike lanes and signals at three intersections.
- 1993 "Roadway Rehabilitation and Widening project" (draft project Scope Summary Report (PSSR)): Expanded shoulders, realignment of the intersections at Old Gravenstein, Madrone/Derby and Locust, and ditch relocation.
- 1996 Final PSSR: Included a left turn lane at Llano Road, widening of the bridge on Blucher Creek, and bus pads.
- 1997 Supplemental PSSR: Added signals at the Mt. Vernon/Lone Pine intersection, a left turn lane at Madrone Avenue, and the digging out and replacement of deteriorated sections of roadbed. Design responsibilities subsequently transferred to Caltrans District 3.
- 2001-2002 Caltrans District 3 (Marysville) Design: Added widening of the bridge on Gossage Creek and the replacement of the Jersey Creek box culvert, full-size shoulders throughout the project area, left-turn pockets at all intersections, extensions of existing turn pockets, and 2.3 kilometers (1.4 miles) of highway. This expanded project footprint led to increased right-of-way costs and compensation costs, especially given the prevalence of habitat for the recently listed as endangered California Tiger Salamander (CTS) in the project area. The project was deemed unlikely to be built due to cost constraints.

- In November 2006, a project plan with a greatly reduced footprint was produced and project development again proceeded. After comparing and weighing the benefits and impacts of all of the feasible alternatives, the project development team has identified this as the preferred alternative, subject to public review. Final identification of a preferred alternative will occur subsequent to the public review and comment period.

### 1.4.4 Comparison of Alternatives

The following alternatives were selected for further detailed study: 1) the No-Build Alternative and 2) the proposed project. The No-Build Alternative would not preclude spot improvement or routine maintenance as necessary. If the No-Build alternative were chosen, the pavement overlay currently incorporated into the project would be constructed by itself. Caltrans has already determined that the overlay project would not have a significant effect on the environment.

*All comments have been considered, and Caltrans has selected the build alternative as the preferred alternative and made a final determination of the project's effect on the environment. In accordance with CEQA, no immitigable significant adverse impacts have been identified, and Caltrans has prepared a Negative Declaration (ND).*

## 1.5 OTHER PROPOSED CALTRANS ACTIONS IN THE PROJECT VICINITY

*Forestville Bypass*

The proposed project will construct a bypass to divert SR-116 from the town of Forestville, where SR-116 currently follows the main street. The Forestville Elementary School and the parking lots and driveways of several businesses are on the current SR-116, and trucks from local rock quarries use the route. The project is intended to address traffic congestion and safety issues. The project will be phased as funds become available.

*Rohnert Park Expressway Park and Ride Lot project*

The project is constructing a southbound loop on-ramp and realigning the northbound on-ramp to improve level of service and reduce accidents. The new park and ride lot, combined with the improvement of the existing park and ride lot, will accommodate the demand for a growing need of parking spaces by public transit riders and car/vanpoolers. The project is currently in construction.

*Widen From 4 To 6 Lanes For High Occupancy Vehicle (HOV) Lanes From Old Redwood Highway To The Rohnert Park Expressway*

This project will widen and improve US-101 for HOV lanes in order to address traffic bottlenecks between Old Redwood Highway (north of Petaluma) and Rohnert Park Expressway (in Rohnert Park). Environmental studies are currently underway.

*Structure Rehabilitation at Laguna De Santa Rosa Bridge*

The purpose of the project is to replace the Laguna De Santa Rosa Bridge on SR-12 near Sebastopol due to scour and other deteriorating conditions. The new bridge will have two 3.6-meter (12-foot) lanes and 2.4-meter (8.0-foot) shoulders, which comply with the current standard. This project is currently in environmental review.

## 1.6 PERMITS AND APPROVALS NEEDED

The following permits, reviews, and approvals would be required for project construction:

| Agency | Permit/Approval |
|---|---|
| United States Fish and Wildlife Service | Consultation under the federal Endangered Species Act |
| United States Army Corps of Engineers | Permit regulating impacts to wetlands and "Waters of the United States" |
| California Department of Fish and Game | 1602 Agreement for Streambed Alteration<br><br>Section 2080.1 Agreement for Threatened and Endangered Species |
| North Coast Regional Water Quality Control Board | Section 401 Certification and Dewatering Permit |

# CHAPTER 2 HUMAN ENVIRONMENT

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

- Growth
- Population and Housing
- Public Services
- Parks and Recreational Facilities
- Mineral Resources
- Noise
- Paleontology

In addition to information presented here, the analysis in these chapters is also based on supporting technical studies and other reference materials not attached to this document. A list of these appears in Appendix E. They are available for examination and copying at the following address: California Department of Transportation, District 4, Office of Environmental Analysis, 111 Grand Avenue, Oakland California, 94623-0660; telephone (510) 286-6198 (Voice), or use the California Relay Service TTY number, 1-887-735-2929.

## 2.1 LAND USE

### 2.1.1 EXISTING AND FUTURE LAND USE

#### 2.1.1.1 Regulatory Setting

Most of the project area is in unincorporated parts of Sonoma County. The easternmost half-mile of the project extends into the city of Cotati. The Sonoma County Zoning Regulations are the guidance document for land-use planning in Sonoma County. The equivalent document for the City of Cotati is Title 17 of the Cotati Municipal Code.

#### 2.1.1.2 Affected Environment

Land use within the unincorporated Sonoma County section of the project area (defined here as those parcels adjoining SR-116 in areas where work will occur beyond the current edge of pavement) is roughly half rural residential parcels, thirty percent agricultural, and ten percent limited commercial. The remainder is parcels with split uses (about ten percent) and other uses (less than one percent). For a map of land use in the project area, see Appendix F.

The land use in the half-mile section at the eastern end of the project in the City of Cotati is "Commercial, Gravenstein Corridor". This is a mixed-use classification for retail and service uses that is applied to both sides of the Gravenstein Highway from Highway 101, west to the city limits.

Over the past seven years there has been very little development in Sonoma County along SR-116 between Sebastopol and Cotati. With the exception of the recycling center at 7085 Highway 116 South, these use permits do not appear to represent major development in the SR-116 corridor.

In the City of Cotati, the major development in the project vicinity is the Cotati Commons complex, consisting of a Lowe's Home Improvement Store, approximately 75,100 square feet of additional commercial space, 39,750 square feet of office space, and 48 residential units.

#### 2.1.1.3 Impacts

Sonoma County has limited amounts of Limited Commercial (LC) zoning, the purpose of which is to facilitate the provision of retail and similar services to rural residents. Caltrans would buy and clear several LC parcels. This would temporarily reduce the County's stock of LC-zoned land. A few parcels may, given limits on lot coverage, be too small for construction with proper setbacks after the project is constructed.

When Caltrans completes the project and sells the excess parcels at Lone Pine/Mount Vernon, several small but buildable LC parcels will again be available for the use of those who may wish to establish local, small-scale service-oriented businesses. Caltrans may elect to use undersized parcels for drainage features, such as a retaining ponds.

#### 2.1.1.4 Avoidance, Minimization and/or Mitigation Measures

None proposed.

### 2.1.2 CONSISTENCY WITH STATE, REGIONAL AND LOCAL PLANS

#### 2.1.2.1 Santa Rosa Plain Conservation Strategy

The Santa Rosa Plain is located in central Sonoma County, bordered on the south and west by the Laguna de Santa Rosa, on the east by the foothills, and on the north by the Russian River. The plain and adjacent areas are characterized by vernal pools, seasonal wetlands, and associated grassland habitat. These support the California tiger salamander (CTS), of which the Sonoma population is listed as endangered, and four endangered plant species.

The US Fish and Wildlife Service (USFWS) worked with other agencies and municipalities to develop a conservation strategy for the Santa Rosa Plain that conserves and enhances the habitat for the CTS and the listed plants, while considering the need for development pursuant to the general plans of the local jurisdictions. Santa Rosa Plain Conservation Strategy (SRPCS) is the guidance document resulting from that effort. The SRPCS defines the boundaries of the region, the survey methodologies, and compensation ratios, and mandates the process for evaluating effects to

the CTS and plant species that occur for all projects that fall within the vicinity of the Santa Rosa Plain. The discussion of biology in this document is consistent with the SRPCS.

#### 2.1.2.2 General and Community Plans (both City and County)

The Sonoma General Plan designates SR-116 in the project area as a Primary Arterial road. A Primary Arterial road carries large volumes of traffic over long distances. SR-116 within the project area consists of one lane in either direction and is a Roadway Improvement Category "B" on the Highway and Transit Plan General Map of the General Plan Circulation Element. The category means that the intent is to widen for continuous turn lanes, widen bridges, and improve intersections. The Circulation Element also designates SR-116 in the project area as an existing intercity transit route for Sonoma County Transit and Golden Gate Transit. In providing operational improvements and bus pads, the proposed project conforms fully to the provisions of the General Plan.

The City of Cotati General Plan calls for improvements to be made at the Gravenstein Highway/ Madrone/Locust Avenue intersection(s) pursuant to the recommendations of the City Engineer and Caltrans staff.

#### 2.1.2.3 Transportation Plans (RTPs and RTIPs)

State law requires each Regional Transportation Planning Agency (RTPA) to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and Caltrans every three years in urban regions and every four years in non-urban regions. The Metropolitan Transportation Commission (MTC) is responsible for the RTP that includes Sonoma County. MTC adopted the current plan, "Transportation 2030", in 2005. The plan specifies a detailed set of investments and strategies throughout the region from 2005 through 2030 to maintain, manage and improve the surface transportation. Transportation 2030 includes project reference number 21998, "Rehabilitate and widen Route 116 from Elphick Road to Redwood Drive (involves realignment, new shoulders and channelization improvements)," to which the proposed project conforms.

### 2.1.3 FARMLANDS

#### 2.1.3.1 Regulatory Setting

The National Environmental Policy Act (NEPA) and the Farmland Protection Policy Act (FPPA, 7 USC 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as FHWA, to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban

growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

#### 2.1.3.2 Affected Environment

In Sonoma County, grazing and rangeland agricultural uses, such as those found within the project area, have been steadily decreasing in favor of low-density rural residential uses and vineyards. The parcels in the project area that are zoned agricultural are used for these forms of dryland agricultural activity and for vineyards.

#### 2.1.3.3 Impacts

As of the date of this document, Caltrans has identified potential acquisition of approximately 1.2 acres of farmlands as identified by Sonoma County zoning designations, all partial sections of parcels. The majority of this is grazing land. Although approximately 0.1 acres are farmland of statewide importance as determined by the California Department of Conservation (CDC), the US Natural Resouces Conservation Service has determined that none of this land is unique or of statewide importance due to lack of irrigation (see Appendix H). Partial acquisition of three parcels under Williamson Act contracts identified by the Sonoma County Recorder's Office would result in approximately 0.7 acres of farmland under contract being converted to transportation use.

Although design refinements may further reduce the project footprint, impacts to Williamson Act Contract lands cannot be avoided completely because no other space exists for the planned improvements other than the areas bordering the current right-of-way without compromising roadway operational quality. Based on this consideration, Caltrans has determined that use of other non-contract land is not reasonably feasible for the proposed project.

#### 2.1.3.4 Avoidance, Minimization and/or Mitigation Measures

None proposed. *Caltrans received a letter dated May 7, 2007 from the CDC, and will consider its recommendations.*

## 2.2 COMMUNITY IMPACTS

### 2.2.1 COMMUNITY CHARACTER AND COHESION

#### 2.2.1.1 Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA), established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 USC 4331(b)(2)]. The Federal Highway Administration in its implementation of NEPA [23 USC 109(h)] directs that final decisions regarding

projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as, destruction or disruption of human-made resources, community cohesion and the availability of public facilities and services.

Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

#### 2.2.1.2 Affected Environment

Most of the project area has been shielded to some extent from the rapid development in other nearby areas of Sonoma County because the pressure to develop has coincided with an increase in environmental-regulatory restrictions that make development more difficult. As a result, existing uses in the central part of the project area give the appearance of having slowly accumulated over time rather than having all been recently established, as is the case in the part of Cotati that adjoins the project area, where the Commons project is located.

SR-116's community history is reflected in its marked heterogeneity of land uses and by the ages and character of structures, with the rural character still predominant. Many older buildings are used by retail businesses, in particular antique shops. Several unassuming buildings are occupied by businesses of long standing, such as the Sequoia Drive-In restaurant in the western project area and Red's Recovery Room at the project's eastern terminus. These and other established businesses in the project area are largely responsible for maintaining the character of the area.

Businesses in the unincorporated Sonoma county portion project area are zoned LC (see section 2.1.1.3), which includes small neighborhood retail businesses and similar uses that help maintain the self sufficiency of local rural or urban neighborhoods or communities while remaining in keeping with community character.

#### 2.2.1.3 Impacts

The project will increase physical community cohesion. The addition of traffic signals will make pedestrian crossing of SR-116 easier, and bus pads and wider road shoulders will increase community mobility options.

Community character will be affected visually by the expansion of Caltrans' right of way, a topic which is addressed in section 2.5 of this document (Visual/Aesthetics). Parking for local businesses will be impacted by the expansion of the right-of-way, addressed in Business Relocations, below.

For a principally commercial section of the project area approximately from west of Stony Glen Lane to west of Washoe Creek, all construction activity will be contained within the current edge of pavement, and the only impacts from the project in this section will be temporary construction

impacts. For temporary impacts from construction activities, such as noise and dust, please see section 4.1.

Relocation impacts are addressed in section 2.2.2. Other than these considerations, Caltrans does not anticipate any adverse affects on community character.

#### 2.2.1.4 Avoidance, Minimization and/or Mitigation Measures

None proposed.

### 2.2.2 RELOCATIONS

#### 2.2.2.1 Regulatory Setting

Caltrans's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix D for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 USC 2000d, et seq.). Please see Appendix C for a copy of Caltrans's Title VI Policy Statement.

Parking required for uses zoned Limited Commercial is set forth at Article 86 of the Sonoma County Zoning Regulations. General retail business, except as otherwise specified in the article, are required to provide one space parking space per 200 square feet of floor area, plus one bicycle parking space per five spaces of required automobile parking. A portion of the required parking spaces is to be provided for disabled persons consistent with state and federal law.

#### 2.2.2.2 Affected Environment

There are commercial as well as residential properties adjacent to or partially within the project area. The structures on these properties were generally constructed when SR-116 in the project area was a rural road and not yet a major arterial, and are often in close proximity to Caltrans's existing right-of-way.

#### 2.2.2.3 Impacts

*Business relocations*

Where Caltrans' right-of-way would be expanded for this project, Caltrans must acquire additional property, but most of this can be accomplished by sliver aquisitions, or the acquisition of long, narrow sections of the parcels that front the road. Caltrans would acquire entire parcels where the project would cause the current use of the parcel no longer to be viable. Where businesses would

be put out of compliance with local zoning codes by the loss of parking, Caltrans would also acquire the entire affected parcel. Caltrans anticipates approximately seven business relocations.

For the locations which Caltrans has tentatively identified as likely to be acquired, the present uses are at best of limited utility for the provision of services useful for the daily self-sufficiency of the neighborhood, and the buildings have no particular historical value. However, they do contribute to the character of the area through their age and the diversity of businesses that occupy them.

The loss of these structures and the relocations of these businesses would not constitute a significant impact on the community. These buildings represent only a small percentage of the built environment in the project area. Excess parcels large enough to be viable after the project has been constructed will then be available for new construction.

*Residential Relocations*

As of April 2007, Caltrans found 68 residences listed for sale and rent in the immediate area. The projected number of households potentially displaced as of this date is approximately 16.

*Cost of Relocations*

Caltrans has made a preliminary right-of-way purchase cost estimate for this project of $31.0 million.

#### 2.2.2.4 Avoidance, Minimization and/or Mitigation Measures

All persons displaced by the purchase of their residences by Caltrans will be contacted by a Caltrans Relocation Agent, who will ensure that eligible displacees receive their full relocation benefits without discrimination. Caltrans has two programs to aid businesses and non-profits which must relocate: the Relocation Advisory Assistance Program, and the Relocation Payments Program. For those commercial parcels that lose parking but with sufficiently small lot coverage to allow for the placement of new parking elsewhere on the lot, Caltrans would compensate landowners for the cost of providing new parking. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation and Acquisition Policies Act of 1970, as amended.

### 2.2.3 ENVIRONMENTAL JUSTICE

#### 2.2.3.1 Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low

income is defined based on Department of Health and Human Services poverty guidelines. For 2007, this was $20,650 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

#### 2.2.3.2 Affected Environment

Employment in Sonoma County has remained somewhat steady over the last few years and reached a record high in 2005. Unemployment levels have followed statewide trends, while labor force data indicates steadier monthly unemployment trends than other Northern California counties throughout the year. Job growth, the amount of new housing, and taxable sales continue to rise (Sonoma County 2006-07 Economic and Demographic Profile, Sonoma County Economic Development Board).

According to the 2000 Census, the residents of the project area (defined by the census blocks adjoining SR-116 adjoining SR-116 in areas where work will occur beyond the current edge of pavement) are primarily white, with small numbers of ethnic minorities. The project area's population is on average about ten percent Hispanic/Latino. Just over ten percent of the population is over the age of 65, of whom two-thirds live in family households. The average household size is about 2.5 people.

No clusters or enclaves of these ethnic minorities have been identified, either through demographic information or direct observation. Several census blocks have significant percentages of Hispanic/Latino residents (20-35%), but these blocks are small (8-39 residents) and scattered throughout the project area.

Household incomes in the project area (defined by the census block groups adjoining SR-116, which are larger areas than the individual census blocks) are varied, representing a wide range of income classes.

#### 2.2.3.3 Impacts

There is no indication that any disadvantaged group bears a significantly disproportionate share of permanent project impacts. Based on the above discussion and analysis, no minority or low-income populations have been identified that would be adversely affected by the proposed project as determined above. Therefore, this project is not subject to the provisions of E.O. 12898.

#### 2.2.3.4 Avoidance, Minimization and/or Mitigation Measures.

None proposed.

## 2.3 UTILITIES / EMERGENCY SERVICES

### 2.3.1 Utilities

#### 2.3.1.1 Affected Environment

There are overhead utilities, underground gas, electric and telecommunications lines, underground sewer and water supply lines in the project area.

#### 2.3.1.2 Impacts

The proposed project would affect the area's utility lines. However, utilities would be relocated without an interruption in service.

The proposed project would not place any additional demand on utilities in the area, nor would it require new water supplies to service the project. (Sonoma County does not have centralized stormwater treatment facilities; treatment of stormwater is otherwise discussed in section 3.1).

#### 2.3.1.3 Avoidance, Minimization and/or Mitigation Measures

None proposed.

### 2.3.2 Emergency Services

Some temporary impacts to emergency response time may occur as part of traffic control during construction. Please see Construction Impacts, Section 4.1, below.

## 2.4 TRAFFIC & TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

#### 2.4.1 Regulatory Setting–General

The Federal Highway Administration (FHWA) directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Caltrans and FHWA are committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of

convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

Caltrans Director's Policy DP-27 states that Caltrans recognizes and supports the concept and implementation of Bus Rapid Transit as a potentially cost-effective strategy to maximize people throughput (emphasizing the movement of people, not just vehicles), reduce traveler delay, increase capacity, and foster energy savings on the California State Highway System, as well as on local highways.

Caltrans Deputy Directive DD-64 states that Caltrans fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and projects.

The Sonoma General Plan designates SR-116 in the project area as a Primary Arterial road (see section Consistency With State, Regional And Local Plans). The section of SR-116 in the project area from the intersection with Alder to the intersection with Madrone is an existing Class II bikeway under the SCTA Countywide Bicycle Plan 2003 Update. (A Class II bikeway is a designated bike lane on a traveled way shared with motor vehicles. For the distinctions between different classes of bikeways, please see the Caltrans design standards at http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp1000.pdf). It is also included in the 2001 Regional Bicycle Plan for the Bay Area in the Metropolitan Transportation Commission's Regional Transportation Plan for the San Francisco Bay Area. In both documents, the remainder of SR-116 in the project area is identified as a proposed Class III bikeway, in which bicycles share the roadway with pedestrians and motor vehicles without a separate designated lane.

### 2.4.2 Motor Vehicle Traffic

#### 2.4.2.1 Affected Environment

Although SR-116 is located in rural Sonoma County, SR-116 functions as a major east-west commute corridor. Traffic volumes for the current year on SR-116 vary from intersection to intersection, ranging from about 17,500 to 22,300 vehicles on an average day. By 2030, these figures are expected to increase by about fifteen percent.

#### 2.4.2.2 Impact

The proposed project will rehabilitate the roadway pavement and includes shoulder widening, left turn channelization, signalization, and culvert improvements. The project does not propose any congestion relief improvements such as additional through lanes, and will not increase traffic and capacity.

During the construction period, there will be construction activity that would require traffic controls such as temporary lane closures. For a discussion of temporary construction impacts to traffic, refer to section 4.1.

#### 2.4.2.3 Avoidance, Minimization

None proposed.

### 2.4.3 Bicycle Traffic

#### 2.4.3.1 Affected Environment

SR-116 is a rural highway with shoulders measuring from 0.0 to 2.4 meters (0.0 to 8.0 feet). Bike lane signs and pavement markings demarcate the section of SR-116 that is an established Class II bikeway. The remaining section has shoulder markings only to indicate the fogline.

Caltrans design standards require a minimum of 1.2-meter (four-foot) shoulders for Class II bikeways on highways without gutters where parking is prohibited.

#### 2.4.3.2 Impact

By providing 2.4-meter (eight-foot) shoulders, the proposed project would increase bicyclists' confidence that motor-vehicle traffic would not stray into their path of travel, and motor vehicle operators will be less apt to swerve into oncoming traffic in order to make certain that they will not hit cyclists. The construction of 2.4-meter shoulders would not prevent the application of future bikeway designations. During the construction period, there would be construction activity that would require traffic controls such as temporary lane closures. For a discussion of temporary construction impacts to bicycle traffic, refer to section 4.1.

#### 2.4.3.3 Avoidance, Minimization and/or Mitigation Measures

None proposed.

### 2.4.4 Mass Transit

#### 2.4.4.1 Affected Environment

Sonoma County Transit (SCT) provides bus service seven times a day in each direction between Sebastopol and Rohnert Park. Two school bus routes, one serving elementary schools and the other serving high schools, also use SR-116 in the project area twice a day.

#### 2.4.4.2 Impacts

The project will provide bus pads that would allow SCT to expand service in the area. Operational improvements to the roadway would benefit all bus traffic. There would be no negative impacts on bus traffic from this project.

#### 2.4.4.3 Avoidance, Minimization and/or Mitigation Measures

None proposed.

## 2.5 VISUAL RESOURCES

### 2.5.1 Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings [42 U.S.C. 4331(b)(2)]. To further emphasize this point, the Federal Highway administration in its implementation of NEPA [23 U.S.C. 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic and historic environmental qualities." [CA Public Resources Code Section 21001(b)]

At the local-government level, the entire SR-116 corridor from US 101 to the coast has been identified as a scenic corridor under the Sonoma County General Plan Open Space Element. Caltrans maintains a process for highways to be assigned official State Scenic Highway designation at the request of local governments that begins with an evaluation of eligible highways to determine if they meet certain required criteria. SR-116 in the project area is listed as an eligible State Scenic Highway, but the process of review for designation has not been initiated or requested.

The FHWA Visual Impact Assessment methodology characterizes visual impact in terms of project-related change to existing visual quality of the setting, based upon vividness, intactness, and unity, and in relation to the level of visual sensitivity of potential receptors. For more information on this methodology, the FHWA publication *Visual Impact Assessment for Highway Projects* (FHWA-HI-88-054) may be downloaded from http://www.dot.ca.gov/ser/downloads/visual/FHWAVisualImpactAssmt.pdf.

### 2.5.2 Affected Environment

Despite the prevalence of rural residential and roadside commercial land uses, the principal image types in the wider project setting continue to include agriculture and open space. Pasture, small-scale farming, and vineyards are now the principal forms of agriculture in the project corridor. Intactness, unity and vividness of this rural landscape remain moderately high in the general project vicinity. From the perspective of off-road viewpoints, visual quality of the landscape of the project corridor remains moderately high.

From the highway throughout much of the project corridor, agricultural and open space image types are visible to only a limited degree in constrained views. While the area potentially visible from the highway is extensive based only on terrain, roadway edge conditions in much of the project corridor are highly filtered or completely screened by landscaping, fencing, and buildings at the roadside. As a result, the long, scenic or panoramic vistas that may have once existed and accounted for the highway's County scenic identification are now few and limited. However, the

Sonoma general plan identification is assumed to reflect community values associated with the appearance of this section of SR-116, and so viewer sensitivity is assumed to be moderately high.

Residents of homes adjoining the highway are presumed to have high visual sensitivity to the highway, a fact reflected in the nearly universal roadside screening installed by residents. Roadside businesses on the other hand would have moderate sensitivity. In general, existing roadside businesses have attempted to maximize exposure to the highway and would tend to be less concerned with screening views of the highway and more with increasing their visibility from the highway.

### 2.5.3 Project Landscape Segments

#### *2.5.3.1 Roadside Residential/Commercial Segment*

This segment, extending from the project end point at Cooper Road near the Sebastopol city limit to the vicinity of Hessel Road South, is characterized by the predominance of relatively small parcels showing a succession of varying frontage treatments that lack visual unity, alternating between unscreened commercial frontages with exposed roadside parking to completely screened residences with a wide variety of fencing and generally non-native landscaping treatments. The corresponding highway edge condition of nearly continuous screening at the shoulder results in highly constrained, directed views for the roadway user.

In the majority of instances, residences are screened from the glare and noise of the highway by fencing, shrubs and tree plantings. This screening has replaced views of rural open space and woodland with a developed foreground image of moderate or moderately low vividness and inherently low unity. Visual quality of this landscape segment is also strongly and adversely affected by highly prominent utility poles and cable lines, located within the highway right-of-way through most of the segment.

In contrast, three creeks (Jersey, Blucher, and the unnamed drainage at Llano Road), characterized by thick willow riparian forest, cross the project corridor in this segment, contributing strong, isolated elements of high vividness and intactness. In addition, a number of noteworthy specimens of large valley oak are found at various locations on the roadway edge in this particular landscape segment. Visual quality of this segment is moderate to low overall, but is highly variable from place to place, and includes portions that retain high scenic quality.

#### *2.5.3.2 County Scenic Landscape Segment*

This segment extends roughly from Hessel Road South to a short distance east of Stony Point Road, a segment corresponding approximately to a Scenic Landscape Segment in the Sonoma County General Plan Open Space Element. This segment is dominated by scenic agriculture, open space and woodland, in which large parcels with few people and no public access mean that available views to the road are few. Views of distant mountains and scenic vistas of the rural landscape remain prominent from the road as well as off the road, although views are sometimes constrained by roadside screening.

Figure 2-1 Typical existing frontage

Extensive, highly variable, predominantly non-native landscape screening; fully screened or highly filtered roadway edge conditions.

Figure 2-2 Typical condition after widening

Exposed views of rural residences and other man-made structures and introduced landscaping; background view of hills, pasture, and woodland exposed.

Figure 2-3 Condition after impact minimization

Shrub planting (standard replacement landscaping and/or native plants) in Caltrans's right-of-way; voluntary fence and landscaping replacement by owners on private property.

Typical effects of roadway widening and ditch relocation on frontages of residences adjacent to the roadway (section 2.5.4)

Vividness and unity of panoramic views of agricultural fields and undeveloped hillsides are moderately high. Intactness of the agricultural landscape is also moderately high. Even where utilitarian and industrial facilities are visible, these are agriculture-related and evocative of the idea of the agricultural landscape reflected in the Sonoma General Plan Scenic Highway identification. For these reasons, sensitivity for all viewers is considered to be moderately high.

#### *2.5.3.3 Cotati Urbanizing/Light Industry*

This short segment from a short distance east of Stony Point Road to the start of the project at Alder Lane is typified by light-industrial and commercial uses adjoining the highway shoulder. Although views of agricultural open space and views of the Sonoma Mountains are visible from this segment, visual character is strongly dominated by the roadside commercial and light industrial uses and their visually chaotic quality. The unit adjoins the intensively urbanizing US-101 corridor of Cotati.

Overall visual quality of this segment is moderately low, and viewer sensitivity in this segment is considered to be moderately low. Despite the County Scenic Corridor designation, viewer's scenic expectations in this portion of the highway would not be high but, rather, are conditioned by the generally poor existing visual quality of the setting and its proximity to the highly urbanized US-101 corridor.

One roughly 300-meter (984-foot) portion of this segment, representing a remnant of the region's rural agricultural landscape, remains on the highway's south side beginning a short distance east of Madrone Avenue. This pocket of rural landscape includes mature oak trees and views of undeveloped hillsides and pasture, and retains a moderately high level of visual quality.

### 2.5.4 Impacts

Throughout the project area, the visual dominance of the highway would increase due to widening, intersection realignment, the introduction of signalization, barriers, and retaining walls, and other project features in views to or from the road. The principal visual impacts of the proposed project would result from clearing of fencing and vegetation in connection with proposed shoulder improvements (see figures 2-1 through 2-3). Adjoining residences would have increased exposure to views of the road and to headlight glare. However, for long, scenic or panoramic views from the roadway in the County Scenic Landscape Segment (see 2.5.3.2) that currently are occluded by vegetation, the removal of scrub trees and similar ruderal vegetation could constitute a positive effect.

Visual impacts could result from safety barriers required atop segments of downslope retaining walls. Caltrans places vehicular barriers where necessary to retain and redirect errant vehicles. The standard solid concrete barrier types that are for general use next to traffic obstruct views of scenic areas, are highly urban in character, and would be highly conspicuous against the predominantly rural backdrop of the project corridor.

### 2.5.5 Avoidance, Minimization and/or Mitigation Measures

Where screening vegetation between residences and the roadway is lost, Caltrans will plant screening vegetation where the constraints of Caltrans' right-of-way boundaries and biological constraints allow. Large, noteworthy native trees near the roadway, such as the two large specimen

trees at the historic Enmanji Temple grounds, will be preserved. Metal-beam guard rail (MBGR) may be placed around these trees as required for safety.

To prevent view obstruction and reduce potentially adverse effects on the visual character and quality of the corridor, Caltrans will use less visually intrusive MBGR throughout the County Scenic Landscape Unit, except in those places where its use would expand the environmental footprint of the project, as MBGR requires more space than a solid concrete barrier in order to provide sufficient room for safe maintenance. The shoulder under and behind the MBGR will be surfaced to inhibit the growth of weeds. Where footprint expansion will make the use of MBGR infeasible, Caltrans will use railing designs that are less obtrusive and more transparent than standard barriers, or solid barriers to which aesthetic treatments will be applied.

MBGR will also be used in those sections of the Roadside Residential/Commercial Segment (see 2.5.3.1) where standard concrete barriers will otherwise adjoin sensitive residential receptors, roadway frontage with high existing visual quality, and frontage of the historic Llano Road House, except where this will expand the environmental footprint. The precise locations of the various railing types will be determined during final project design.

MBGR, non-standard railings, or aesthetically treated solid barriers will also be used where safety barriers are required within the scenically intact rural portion of the Cotati segment (see 2.5.3.3) east of Madrone Avenue.

## 2.6 CULTURAL RESOURCES

### 2.6.1 Regulatory Setting

#### *2.6.1.1 Identification of Historic Properties*

"Cultural resources" as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA's responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Pilot Program (23

CFR 773) (July 1, 2007). Properties found eligible under Section 106 are consequently considered historical resources under CEQA.

The Archaeological Resources Protection Act (ARPA) applies when a project may involve archaeological resources located on federal or tribal land. ARPA requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way. Include the following sentence as applicable. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

The National Register is the official inventory of the nation's historic places that are worthy of preservation. The evaluation criteria include: an association with events that have made a significant contribution to the broad patterns of our history (Criterion A); an association with the lives of persons significant in our past (Criterion B); that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values (Criterion C); that have yielded, or may be likely to yield, information important in prehistory or history (Criterion D). If there is the potential for causing effects to historic properties, the agency must determine the scope of appropriate identification efforts and then proceed to identify historic properties in the area of potential effects, or APE.

After completion of identification efforts, the agency, in consultation with the SHPO (State Historic Preservation Officer), or THPO (Tribal Historic Preservation Officer), makes an assessment of effects on the identified historic properties based on the adverse effect criteria found in the Advisory Council on Historic Preservation's (ACHP) regulations found at 36 CFR 800. If they agree that there will be no adverse effect, the agency proceeds with the undertaking and any agreed-upon conditions. If they agree that there will be an adverse effect, the agency begins consultation to seek ways to avoid, minimize or mitigate the adverse effects.

### 2.6.2 Affected Environment

#### *2.6.2.1 Architectural Resources*

Two historic properties are located within the Architectural Area of Potential Effect (APE) for the proposed project. One property, the Llano House, located at 4353 Gravenstein Highway South (APN: 062-070-042), was listed on the National Register on May 22, 1978, at the local level of significance. Although the original nomination did not specify under which criterion the property was eligible, eligibility under Criteron C was inferred. The period of significance was determined to be 1850-1880. The National Register boundaries are the current limits of the Sonoma county assessors parcel.

In the course of survey for the project, a Historic Property Survey Report and its appendix, the September 2006 Historic Resources Evaluation Report (HRER), considered sixty-seven previously unevaluated architectural resources within the APE. Of those, one property, the Enmanji Buddhist Temple, located at 1200 Gravenstein Highway South (APN: 060-140-063), was determined eligible for the National Register at the local level of significance under Criterion C, as a fine example of a Japanese Buddhist temple built in the Eclectic style of the late Kamakura period. The period of significance is 1933-1934. The National Register boundaries consist of the footprint of the temple structure. The above-mentioned Llano House was furthermore re-evaluated, confirming the resource is eligible under both National Register criteria A (early settlement patterns) and C (architecture and construction) at the local level of significance. Twenty-four of a total of ninety-one architectural resources in the project's APE had been previously evaluated and determined not eligible for listing in the National Register of Historic Places. The remaining sixty-five resources documented in the HRER were determined not eligible for the National Register.

On November 1, 2006, Caltrans received concurrence from SHPO regarding the eligibility of the Enmanji Temple and ineligibility for the National Register of the remaining sixty-five resources in the APE. The SHPO also concurred that the Llano House, in addition to being eligible under Criterion C, is also eligible under Criterion A. Both the Enmanji Temple and the Llano House are also considered historical resources for the purposes of CEQA.

*2.6.2.2 Archaeological Resources*

Eight previously-recorded archaeological sites (CA-SON-921, -1695, -517, -1807, -2360H (historic), -2358, -159, and -2359) were originally identified as within or adjacent to the project's Archaeology APE. Of these sites, two sites, CA-SON-159 and -1695, had been previously evaluated and determined eligible under Criterion D of the National Register. CA-SON-921 has been previously tested within the proposed project's area of direct impact (ADI); the portion of the site within the ADI has been determined to not contribute to the rest of the site, should the site ever be determined eligible for inclusion in the National Register. In the course of surveys for a 2006 Addendum Archaeological Survey Report for this project CA-SON- 517 was relocated as being outside the APE and CA-SON-2415 was identified was discovered within the APE, though not evaluated, because it was anticipated that impacts to the site could be avoided through protective measures.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the District Environmental Branch so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

### 2.6.3 Impacts

#### *2.6.3.1 Architectural Resources*

There are two historic architectural properties in the APE, the Enmanji Temple, eligible for the NRHP, and the Llano House, listed in the NRHP. Although a sliver take from each parcel may be required, it has been determined that these minor takes will not remove, diminish, or alter the qualities and characteristics that contribute to the significance of either of these two properties. Therefore, neither property will be subject to adverse effects under Section 106 criteria, or significant impacts for the purposes of CEQA. *SHPO has concurred with Caltrans' determinations that the project will not affect the Enmanji Buddhist Temple and will result in no adverse effect to the Llano House.*

#### *2.6.3.2 Archaeological Resources*

Seven of the archaeological sites will be protected from construction impacts by temporary barriers. However, the project will result in an adverse effect under Section 106 to one archaeological site, CA-SON 1695 as a result of replacement of a culvert with a larger capacity (of flow) structure. Though further designs refinement may enable the effects to be minimized, Caltrans currently assumes the undertaking will result in an effect to the site, though these effects are unlikely to harm the site to the extent that it would no longer be eligible for listing in the National Register of Historic Places. *Caltrans has prepared a Memorandum of Agreement (MOA), including a Treatment Plan, that has been accepted by SHPO.*

### 2.6.4 Avoidance, Minimization and/or Mitigation Measures

The project will adversely affect one archaeological resource (CA-SON-1695). A Treatment Plan will be implemented in order to mitigate the adverse effect, per Section 106, to the significant components of the site through field methods, possible data recovery excavations, and curation of associated artifacts. This treatment will minimize impacts by providing new information on the site. Concurrently, following criteria outlined in the Treatment Plan, Caltrans will continue to consider non-standard design details that could further minimize impacts to the archaeological site.

If subsequent investigations show that the project has potential for impacts to cultural resources that cannot be mitigated below the threshold of significance, then Caltrans will reinitiate the environmental analysis process.

# Chapter 3 Physical Environment

## 3.1 WATER QUALITY AND STORM WATER RUNOFF

### 3.1.1 Regulatory Setting

Section 401 of the Clean Water Act (CWA) requires water quality certification from the State Water Resources Control Board (SWRCB) or from a Regional Water Quality Control Board (RWQCB) when the project requires a CWA Section 404 permit. Section 404 of the CWA requires a permit from the US Army Corps of Engineers (Corps) to discharge dredged or fill material into waters of the United States.

Along with CWA Section 401, CWA Section 402 establishes the National Pollutant Discharge Elimination System (NPDES) permit for the discharge of any pollutant into waters of the United States. The federal Environmental Protection Agency has delegated administration of the NPDES program to the SWRCB and nine RWQCBs. The SWRCB and RWQCB also regulate other waste discharges to land within California through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

The SWRCB has developed and issued a statewide NPDES permit to regulate storm water discharges from all Department activities on its highways and facilities. Department construction projects are regulated under the Statewide permit, and projects performed by other entities on Department right-of-way (encroachments) are regulated by the SWRCB's Statewide General Construction Permit. All construction projects over 1 acre require a Storm Water Pollution Prevention Plan (SWPPP) to be prepared and implemented during construction. Department activities less than 1 acre require a Water Pollution Control Program.

### 3.1.2 Project Location and Receiving Water Bodies and Groundwater

The project is located within the North Coast Regional Water Control Board (RWQCB) jurisdiction (Region 1). Work may include replacing and/or extending the existing 36 cross-culverts (not including the three bridge/culverts at creek crossings). The eventual receiving body of water from the project area is the Laguna de Santa Rosa, which is on the EPA's 303(d) list of impaired waterbodies for ammonia, low dissolved oxygen, nitrogen, phosphorus, temperature, and sedimentation/siltation. The Laguna de Santa Rosa drains to the Russian River, and also serves as an overflow reservoir for the Russian River during flood conditions (see Figure 3-1).

The receiving groundwater basin is the Sonoma Valley Groundwater Basin. The Russian River, through collectors and reservoir projects administered by the Sonoma County Water Agency, is the main source of water for agriculture, municipal and industrial uses in the Russian River watershed, which includes the project area.

### 3.1.3 Water Quality Impacts

Caltrans has performed many studies to monitor and characterize highway storm water runoff throughout the State. Pollutants of Concern in Caltrans runoff are phosphorus, nitrogen, copper (total or dissolved), lead (total or dissolved), zinc (total or dissolved), sediments, general metals (unspecified metals), and litter. Some sources of these pollutants are natural erosion, phosphorus from tree leaves, combustion products from fossil fuels, trash and falling debris from motorists, and the wearing of brake pads.

The proposed project's total soil disturbance is approximately 12.5 hectares (30.9 acres). About seven acres of new impervious surface (pavement) will be added which will slightly increase roadway runoff. Groundwater should be anticipated where construction occurs at creek locations.

### 3.1.4 Avoidance, Minimization and/or Mitigation Measures

Where groundwater is encountered, early discussion will be initiated regarding the handling and disposal of groundwater water during construction.

The project will incorporate standard Caltrans Best Management Practices (BMPs) for the control and treatment of runoff, including those required by Caltrans's NPDES permit and Construction General Permit, and provisions which may be specified by regulatory agencies as conditions of their permits and certifications. A 401 Water Quality Certification from Region 1 RWQCB is anticipated. In accordance with the Caltrans NPDES permit and the Construction General Permit, BMPs will be incorporated to reduce the discharge of pollutants during construction as well as permanently to the Maximum Extent Practicable. Final determination of BMPs will be made during project design.

#### *3.1.4.1 Construction Site BMPs*

Construction Site BMPs are implemented during construction activities to reduce pollutants in storm water discharges throughout construction and will be incorporated into a Storm Water Pollution Prevention Plan (SWPPP). These may include temporary silt fence, stockpile cover, stabilized construction entrance/exit and temporary soil stabilizers. Grading of existing slopes will be required.

#### *3.1.4.2 Permanent Design Pollution Prevention BMPs*

Design Pollution Prevention BMPs, permanent measures to improve storm water quality by reducing erosion, stabilizing disturbed soil areas, and maximizing vegetated surfaces, will be determined during the design phase. These may include erosion control measures, methods to reduce runoff velocity, and source controls to reduce the volume of runoff generated on-site and eliminate opportunities for pollutants to enter the drainage system.

*3.1.4.3 Permanent Treatment BMPs*

Treatment BMPs are permanent devices and facilities treating storm water runoff. Caltrans approved Treatment BMPs are Biofiltration Swales, Infiltration Basins, Detention Basins, Traction Sand Traps, Dry Weather Flow Diversions, Media Filters, Gross Solids Removal Devices (GSRDs), Multi-chamber Treatment Trains, and Wet Basins. This project will consider permanent treatment BMPs during the design phase.

## 3.2 GEOLOGY / SOILS / SEISMIC / TOPOGRAPHY

### 3.2.1 Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. The Department's Office of Earthquake Engineering is responsible for assessing the seismic hazard for Department projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

### 3.2.2 Environmental Consequences

*3.2.2.1 Seismic Activity*

The project does not cross a fault mapped on Alquist-Priolo maps. The likelihood of ground rupture on an unmapped fault is very low.

*3.2.2.2 Ground shaking*

There have been no historical earthquakes attributed to the Rodgers Creek fault, the closest major fault to the project site. However, large historical earthquakes such as the 1906 Great San Francisco Earthquake may have produced shaking at the site, and numerous small earthquakes have occurred in Sonoma County. Since there are no structures along the project alignment, the project does not increase risk to the public above the current level.

*3.2.2.3 Seismic-related ground failure, including liquefaction*

This project will not increase the risk to the public from seismic-related ground failure or liquefaction.

*3.2.2.4 Soils and soil movement*

The project is a widening/straightening project that does not require extensive grading. The project will not result in substantial soil erosion or loss of topsoil. The project alignment lies on relatively flat ground with no landslide hazard.

## 3.3 HAZARDOUS WASTE/MATERIALS

### 3.3.1 Regulatory Setting

Many state and federal laws regulate hazardous materials and hazardous wastes. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

### 3.3.2 Affected Environment

Caltrans conducted studies to evaluate the potential for hazardous wastes to be present in the project area. Certain land uses tend to be correlated with the presence of environmental contamination. By consulting records of land use, Caltrans identified current and previous locations of those land uses. Caltrans took samples of soil and groundwater in a variety of locations and analyzed them for the presence of contaminants.

Soil samples collected at several locations in the project area displayed elevated levels of lead. However, the lead concentrations are not high enough to require the soil to be considered hazardous waste. The source for the lead is not known; however, it is thought to be related to accumulation of dust and debris containing lead from leaded gasoline emissions.

Caltrans also identified specific locations for groundwater investigations, including the locations of former gas stations. Groundwater samples from three sites contained petroleum hydrocarbons.

- Abandoned building, northwest corner of SR-116 and Stoney Point Road, 7175 Gravenstein Highway
- Landers Automotive, 3610 Gravenstein Highway
- Hessel Garage, 3880 Gravenstein Highway

Previously reported initial site assessment work involving hazardous waste sites under the scope of work for this project additionally include the following sites:

- Bill's Deli, 3705 South Gravenstein Highway
- Claremont Energy, 5216 South Gravenstein Highway (site file officially closed by regulatory agency).

### 3.3.3 Impacts

The potential for hazardous substances to affect human health or the environment is very low. The most likely locations for contamination in the project area have been identified and tested. The existing regulations covering hazardous waste management are effective at preventing exposure to hazardous wastes, by the public, by the environment, or by workers.

The project is not expected to disturb contaminated groundwater. At the locations where contamination has been identified, project activities are close to the surface and will not reach below the groundwater table.

### 3.3.4 Avoidance, Minimization and/or Mitigation Measures

Suspected hazardous material contamination, and concentrations, that could be encountered during construction include fuel hydrocarbons, i.e., gasoline and diesel fuel, waste oil, chlorinated solvents, and unidentified high levels of aerially deposited lead. In the event of the discovery of previously unidentified hazardous materials, the characteristics and extent of the materials would be identified through site characterization. Depending on these results, the project design could be

amended to avoid the contamination. The construction contractor would be instructed to comply with all applicable regulations.

## 3.4 BIOLOGY, INCLUDING WETLANDS

### 3.4.1 Regulatory Setting

This section covers the following biological areas: wetlands and other waters, plant species, animal species, threatened or endangered species, natural communities, and invasive species. A summary of regulatory requirements relative to each area follows.

#### *3.4.1.1 Wetlands and Waters of the US*

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 U.S.C. 1344) is the primary law regulating wetlands and waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/ inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

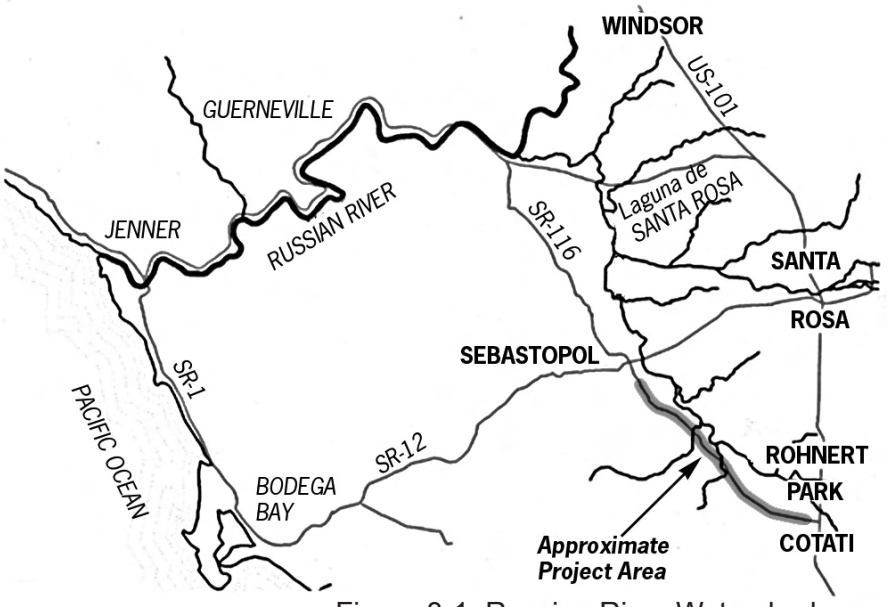


Figure 3-1. Russian River Watershed
*Courtesy City of Santa Rosa, Dept. of Public Works*

Section 404 of the Clean Water Act establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the US Army Corps of Engineers (USACE) with oversight by the Environmental Protection Agency (EPA).

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the Department of Fish and Game (CDFG) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

*3.4.1.2 Individual Species*

Many state and federal laws regulate impacts to wildlife. The US Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the California Department of Fish and Game (CDFG) are responsible for implementing these laws. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et. seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et. seq. Department projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act, Public Resources Code, Sections 2100-21177.

*3.4.1.3 Natural Communities*

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors, fish passage, and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Where a project involves threatened or endangered species, the Federal Endangered Species Act (FESA) and CESA require consideration of the biological communities where they exist as well. Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed above in the Threatened and Endangered Species section 3.4.3, Special-Status Species and Occurrences. Wetlands and other waters are discussed elsewhere in this section.

California Senate Concurrent Resolution 17 is legislation that requests State agencies to preserve and protect native oak woodlands to the maximum extent feasible or provide replacement plantings where designated oak species are removed from oak woodlands.

Restoration of California's anadromous fish populations is mandated by the Salmon, Steelhead Trout, and Anadromous Fisheries Program Act of 1988 (California Fish and Game Code §6900-6903.5) which states that it is a policy of the State that existing natural salmon and steelhead trout habitat shall not be diminished further without offsetting the impacts of the lost habitat.

*3.4.1.4 Invasive Species*

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration guidance issued August 10, 1999 directs the use of the state's noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

Caltrans does not use any of the species on the California list of noxious weeds for erosion control or landscaping and employs practices to minimize dispersal of noxious weeds into uninfested areas.

### 3.4.2 Natural Communities

#### 3.4.2.1 Affected Environment

The project Biological Study Area (BSA) includes the ecological region in which the SR 116 corridor is located. The BSA includes a broad northwest-southeast oriented valley, characterized by high biological diversity associated with vernal pools and grassland habitats of the Coastal Plain-Santa Rosa Plain and the Laguna de Santa Rosa. The region is referred to as the Santa Rosa

Plain. This is different from and much larger than the Environmental Study Limit (ESL), where specific resources immediately within or adjacent to the project were surveyed and/or mapped.

The project is located on the southwestern boundary of the Santa Rosa Plain. Historically this area was characterized by a mosaic of oak and riparian woodlands and wetlands. The distribution of these natural communities and habitats has been significantly reduced, and much of the remaining area has been reduced in quality as a result of agriculture, rural residential development and business development. Currently, plant cover in non-landscaped or orchard areas generally consists of annual grasses, forbs, and a few scattered oaks.

The topography is gently undulating with minor variations in elevation. The Laguna de Santa Rosa drains to the Russian River, and also serves as an overflow reservoir for the Russian River during flood conditions (see Figure 3-1). Five perennial drainages cross under SR-116 within the project boundaries, including Jersey Creek, Blucher Creek, an unnamed tributary to Laguna de Santa Rosa, Gossage Creek, and Washoe Creek. Gossage Creek is not impacted by project activities and will not be included in further discussion of creeks.

The creeks generally flow in an eastward direction toward the Laguna de Santa Rosa. All four creeks pass under SR-116 through large box culverts. Creeks within the project's ESL support adjacent riparian vegetation of varying widths, or canopy cover.

The local environment supports a variety of habitats that are essential for the dispersal, refuge, breeding, and foraging activities of wildlife species, and the riparian areas likely facilitate localized wildlife movement. Common wildlife include: black-tailed (mule) deer (*Odocoileus hemionus*), raccoon (*Procyon lotor*), opossum (*Didelphis virginiana*), striped skunk (*Mephitis mephitis*), small rodents, and numerous waterfowl, raptor, songbird, lizard, and snake species. Opportunities for wildlife to cross SR-116 or through the developed areas in the ESL are limited.

Climate in this area is typical of northern California's Mediterranean type climate with warm summers and comparatively warm, wet winters. The average annual air temperature is 14°C to 17°C (58°F to 62°F), the average frost-free period is 220 to 260 days, and the average annual rainfall is 61.0 to 76.2 centimeters (24 to 30 inches). Brief periods of flooding can occur from December through April.

#### *3.4.2.1.1 Vegetation*

The following vegetation communities of biological importance are represented within the project area.

- Remnants of valley oak woodland, which is dominated by widely spaced valley oaks (*Quercus lobata*) with an understory of native and non-native annual and perennial grasses and forbs, occur on several large parcels on the north side of SR-116 between Stony Point Road and Highway 101.
- North coast riparian forest, a tree-dominated wetland vegetation type found on stream banks, is found along Blucher Creek and near several unnamed small intermittent drainages. It is

composed of dense stands of tall deciduous and evergreen trees that form a closed canopy, usually near or equal to 100 percent cover.

- Wet roadside ditches are found throughout the project's ESL. These ditches appear to be features constructed for the purpose of channeling water away from SR-116. Most ditch sections are deep enough to carry and hold water throughout the wet season and well into the spring. Although they are artificial landscape features, they have been in place long enough to have been colonized by some native wetland plants, as well as non-native aquatic and stream bank weeds, such as Himalayan blackberry (*Rubus discolor*).
- Seasonal wetlands include seasonally inundated pools and swales that often occur with annual grassland habitat. The ESL contains approximately 0.329 ha (0.812 acres) of seasonal wetlands and Northern vernal pools. Northern vernal pool is a vegetation community characterized by distinctive flora that is composed mainly of native annual forbs. Most of these vernal pool indicator species within the ESL are endemic to California, and a few are restricted entirely or mainly to the Santa Rosa Plain.
- Perennial creeks are an aquatic community characterized by year-round, open water habitat. There are five perennial creeks within the extent of the ESL. Perennial creeks and other features with year-round surface water represent important habitat for a number of common wildlife species. Creeks within the ESL provide habitat for breeding and larval development of fish and amphibians. The perennial creeks in the ESL may also provide foraging habitat for common and special-status bat species.
- Annual grassland consisting of a dense to sparse cover of introduced annual grasses, dominated by introduced species and native forbs, was observed on a few parcels where the predominant land uses appeared to be livestock grazing and open space.

*3.4.2.1.2 Wetlands and Waters of the US*

Five creeks are within the project limits, all of which flow into the Laguna de Santa Rosa, a wetland complex that drains a watershed encompassing most of the Santa Rosa Plain, which in turn drains to the Russian River (see figure 3-1). These are Jersey Creek, Blucher, the unnamed creek located near Llano Road, Washoe Creek, and Gossage Creek. Because this project will affect all of the above except Gossage Creek within the bed and banks, a Streambed Alteration Agreement from CDFG will also be required. USACE will assess jurisdictional determinations upon consultation.

There are 0.94 hectares (2.33 acres) of potentially jurisdictional wetlands within the ESL . These features range in size from less than 0.001 hectares to 0.04 hectares (0.002 acres to 0.01 acres). Potentially jurisdictional wetlands within the ESL include seasonal wetlands (including northern vernal pool), riparian wetlands (including north coast riparian forest), and roadside ditches. The ESL contains approximately 0.82 hectares (2.02 acres) of potentially jurisdictional waters of the US, of which 0.70 hectares (1.73 acres) are perennial creek and 0.12 hectares (0.29 acres) are within roadside ditches.

### 3.4.2.2 Impacts

#### *3.4.2.2.1 General*

The proposed project is predicted to affect many different biological resources. Because protective measures have been identified for specific resources, discussion of impacts to each resource is followed by a discussion of avoidance, minimization and/or mitigation measures.

#### *3.4.2.2.2 Vegetation*

Oak trees, including an estimated 94 valley oaks, 36 coast live oak (*Quercus agrifolia*), and 17 black oaks (*Quercus kelloggii*) within the cut and fill line will be removed. Caltrans's preliminary estimate of the number of oak trees that will be removed is 151. An additional 345 oak trees are close to anticipated construction activities and might be trimmed, or in a few cases, removed. Besides oaks, there are about 550 trees of other species in the same area, close to construction activities. Individual trees may be trimmed or even removed. Representative species include coastal redwood (*Sequoia sempervirens*), Fremont cottonwood (*Populus fremontii*), black walnut (*Juglans californica*) and sycamore (*Platanus* sp.).

Impacts to riparian vegetation within the ESL will total 0.29 hectares (0.72 acres) of permanent impacts and 0.43 hectares (1.07 acres) of temporary impacts. Temporary disturbance and permanent loss of annual grassland habitat in the ESL would occur during construction of the proposed project.

#### *3.4.2.2.3 Wetlands and Waters of the US*

Construction of the proposed project would result in impacts including the temporary disturbance or permanent loss of jurisdictional wetlands (seasonal wetlands, riparian wetlands and roadside ditches) as a result of direct removal, filling, hydrological interruption, alteration of bed and bank, and other construction-related activities. Table 3-1 quantifies the anticipated impacts to wetlands within the ESL.

| **Table 3-1 Summary of Impacts to Waters of the US within the ESL** | Hectares (acres) |
|---|---|
| Total Permanent Direct Impacts to Perennial Creeks | 0.008 (0.021) |
| Total Temporary Direct Impacts to Perennial Creeks | 0.012 (0.030) |
| Total Permanent Direct Impacts to Roadside Ditches | 0.040 (0.099) |
| Total Temporary Direct Impacts to Roadside Ditches | 0.006 (0.015) |

All 0.05 hectares (0.12 acres) of potentially jurisdictional waters of the United States within roadside ditches in the ESL would be temporarily impacted during construction. A minor amount (< 0.08 hectares [0.20 acres]) of potentially jurisdictional waters of the United States within perennial creeks would be impacted by the proposed project.

3.4.2.3 Minimization, Avoidance, and/or Mitigation Measures

*3.4.2.3.1 Vegetation*

Native oaks will be used to the extent practicable in replacement plantings, although the space available for tree planting is expected to be limited. Oak trees not intended for removal but accidentally killed by trimming will be replaced. To avoid disturbance to individual oak trees within and adjacent to the right-of-way, Caltrans will install exclusionary fencing around the drip line of any such oak tree that will not be trimmed or removed during construction activities and is greater than 10 inches in diameter at breast height. The drip line is the outer perimeter of the existing canopy where condensation, fog and/or rain fall. In disturbed grassland areas, Caltrans will reseed/replant.

*3.4.2.3.2 Wetlands and Waters of the US*

Environmentally Sensitive Area (ESA) fencing will be placed along the edge of existing pavement to prevent construction activities beyond this area for approximately 0.8 kilometers (0.5 mi) near Gossage Creek. All unpaved areas in this portion would not be disturbed during proposed project activities.

Caltrans will compensate for temporary and permanent impacts to wetlands through a combination of onsite restoration/creation, off-site restoration, and purchase of wetland-restoration credits from an approved mitigation bank. Roadside ditches will be relocated, in-kind within the ESL. Caltrans will also prepare a plan for monitoring and minimizing the effects of the proposed project.

To ensure no net loss of habitat functions and values, Caltrans will compensate for waters of the United States that are filled or disturbed as part of the proposed project through a combination of onsite restoration/creation, off-site restoration, or purchase of mitigation credits. Roadside ditches will be relocated, in-kind, within the ESL.

### 3.4.3 Special-Status Species and Occurrences

Special-status species are plants or animals that have been officially designated as threatened or endangered, or otherwise require special consideration. These special considerations include protection of critical habitat and protection of migratory birds. The table in Appendix B summarizes the sensitive plant and animal species listed by the CDFG and US Fish and Wildlife Service (USFWS) as having the potential to be found in the project region. Several areas of the project site provide potential and suitable habitat for the California Tiger Salamander (CTS), the California Freshwater Shrimp (CFWS), and rare plants, for which project effects are expected to trigger regulatory review.

The Federal Endangered Species Act provides the federal program for the conservation of threatened and endangered plants and animals and the habitats in which they are found. The US Fish and Wildlife Service of the Department of the Interior maintain the list of species. The primary State law protecting threatened or endangered species is the California Endangered Species Act (CESA), which is administered by the CDFG. CESA requires project sponsors (ie; Caltrans) to implement

measures to prevent intentional or unintentional loss of threatened or endangered species. The California Fish and Game Code contains further state laws and regulations pertaining to wildlife. USFWS, the National Marine Fisheries Service (NOAA Fisheries) and the CDFG are responsible for implementing these laws. Caltrans projects are also subject to the Native Plant Protection Act.

### 3.4.3.1 Discussion of the California Tiger Salamander (*Ambystoma californiense*)

#### *3.4.3.1.1 Status*

The Sonoma County population of CTS has been listed as endangered since August 19, 2005, having previously been downlisted to threatened status. The Santa Rosa Plain Conservation Strategy (SRPCS) designates conservation areas within the Santa Rosa Plain to ensure that preservation occurs throughout the distribution of the species. The existing roadway within the project area traverses the Northwest Cotati Conservation Area, which is designated in the SRPCS plan as essential to recover the species. The USFWS has decided against designating critical habitat for CTS within the SRPCS area.

#### *3.4.3.1.2 Natural History*

CTS inhabit grasslands and open oak woodlands in central and northern California. The primary cause of the decline of CTS is the loss and fragmentation of habitat from human activities and the spread of nonnative predators. CTS require two major habitat components: aquatic breeding sites and nearby terrestrial (upland) sites for refuge or for spending the summer in a dormant state (aestivation). CTS therefore require large contiguous areas of vernal pools or comparable aquatic breeding habitat containing multiple breeding ponds to ensure recolonization of individual ponds.

#### *3.4.3.1.3 Survey Results*

Biologists conducted field surveys of the project area to look for the types of habitat that CTS prefer. Potential CTS habitat within the project ESL includes potential breeding habitat and potential upland habitat. Some of the roadside ditches within the ESL represent potential breeding habitat for CTS in lieu of ponds or vernal pools. Suitable upland aestivation and dispersal habitat contiguous with the SR-116 ESL occurs in the form of open grassland habitat within the dispersal distance of breeding ponds. Upland habitat is fragmented considerably in some areas by development.

#### *3.4.3.1.4 Impacts*

The project is likely to adversely effect the CTS and/or its habitat. Within the ESL, approximately *2.503* hectares (6.*185* acres) of potential CTS habitat will be affected. Temporary effects of *2.283* hectares (*5.642* acres) will be associated with construction vehicle traffic, vehicle parking, and construction staging. Permanent habitat loss of 0.22 hectares (0.54 acres) will be limited to the area between the existing edge of pavement and the edge of the area to be graded.

*3.4.3.1.5 Minimization, Avoidance and/or Mitigation Measures*

Throughout the project limits, Caltrans proposes to create a new right-of-way that will provide a work and staging area beyond the cut and fill line of up to 5.0 meters (16 feet) in width for the construction crews. In locations where CTS habitat occurred, and it was feasible to reduce the work area, the construction work area has been reduced to 3.0 meters (10 feet) in width.

Grading and paving to accommodate standard lanes and shoulders requires engineers to develop a project footprint that includes a slope extending from the area from the edge of the new pavement out to where the slope meets native substrate. The California State Highway Design Manual mandates a 4:1 ratio for this slope. In order to reduce the amount or total area of permanent effects in CTS habitat, Caltrans design engineers have applied for design exceptions that allow a reduction from the standard 4:1 slope to a 2:1 slope or a 1:1 slope where possible. In some cases, a retaining wall may be used to remove any slope. The project will also incorporate all appropriate avoidance and minimization measures in the SRPCS relevant to the CTS. Details on these measures may be found at http://www.fws.gov/sacramento/es/santa_rosa_conservation.html.

The area affected for linear projects consists of the land disturbed by the construction operation (according to the SRPCS). Therefore, the project will compensate for all lands that are affected equally, regardless of whether the effects will be temporary or permanent.

The proposed project will purchase up to 3.29 ha (8.12 acres) of CTS habitat at an approved mitigation bank for potential adverse impacts on CTS w/in 2.1 km (1.3 mi) from a known breeding site. In areas located more than 2.1 km (1.3 mi) from a known breeding site, but within areas the SRPCS designates as "Potential for Presence of CTS," Caltrans proposes to purchase 0.11 ha (0.28 acres) from an approved bank. Alternatively, Caltrans may contribute $12,187.25 to an existing species fund for CTS. Caltrans is proposing either to purchase this land at a recognized Santa Rosa Plain habitat bank, or through purchase and conservation of suitable habitat as approved by USFWS.

### 3.4.3.2 Discussion of the California Freshwater Shrimp (*Syncaris pacifica*)

*3.4.3.2.1 Status*

The CFWS was petitioned for listing as an endangered species under the authority of the FESA in 1988. The recovery plan for the species released in July 1998 declined to designate critical habitat for the CFWS.

*3.4.3.2.2 Natural History*

The CFWS is the only native stream-dwelling shrimp found in California. Populations of CFWS currently are only known to occur in 17 streams in Marin, Napa, and Sonoma Counties. The shrimp are found in lowland perennial streams or pools less than 116 meters (380 feet) in elevation with less than one percent stream gradient, with exposed live roots along submerged undercut banks having overhanging vegetation and vines. Existing populations of CFWS are threatened by introduced fish, and by deterioration or loss of habitat resulting from diversion of water, impoundments,

livestock and dairy activities, agricultural activities and developments, flood control activities, gravel mining, timber harvesting, migration barriers, summer dams, and water pollution.

*3.4.3.2.3 Survey Results*

A Caltrans-contracted and USFWS-approved biologist conducted a habitat assessment along all drainages in the project area on two separate dates in October 2005. Washoe Creek and the unnamed tributary exhibited mainly poor quality habitat, with some patches of habitat considered to be of "fair" quality. "Excellent" quality habitat was observed on the north side of Jersey Creek. CFWS were not observed in this location. No shrimp were found in Washoe Creek, Jersey Creek, or the unnamed tributary, and the biologist concluded that the proposed project is unlikely to have an adverse affect on this species in these areas.

A total of eight individual CFWS were found in Blucher Creek. The CFWS were found in a pool located approximately 12 meters (40 feet) upstream of SR-116 crossing on the south side of the highway. The habitat in Blucher Creek upstream of SR-116 was characterized as "good" quality and included blackberry roots and willow trees (*Salix* sp.) overhanging the stream channel. No shrimp were found downstream of the bridge, although the biologist observed the habitat to be "good to excellent" habitat.

*3.4.3.2.4 Impacts*

The proposed project would include replacement of the existing triple box culvert at Blucher Creek with a clear-span bridge that will allow vertical movement of the streambed and promote species connectivity on both sides of the existing highway. The pool in which the CFWS was found is not anticipated to be damaged. Construction of the proposed project will result in temporary effects to Blucher Creek associated with gaining access to the existing box culvert, construction of a new free-span bridge, and placement of rock slope protection.

The removal of the box culvert and replacement of that structure and replacement with a free-span bridge structure will facilitate the development of natural stream banks and vegetation in areas that are currently concrete-lined. Although the project would result in temporary effects to the riparian vegetation and the area immediately adjacent to the roadway, the long-term benefits include removal of concrete fill and materials that prevent vegetation from colonizing the area and establishing suitable habitat for CFWS.

Approximately 646 square meters ($m^2$) (6,950 square feet [$ft^2$]) of Blucher Creek would be affected during project construction. Permanent project effects would be 209 $m^2$ (2,250 $ft^2$) and limited to the new bridge footings and the proposed wing wall designed to facilitate formation of suitable CFWS habitat. Temporary effects would be 437 $m^2$ (4,700 $ft^2$) and include all project activities that would occur within the proposed right-of-way. The construction boundaries are the minimum amount required to construct the clear-span bridge.

Although the proposed project would result in temporary effects to the CFWS's suitable habitat in Blucher Creek, the overall effect of the proposed project may be beneficial.

*3.4.3.2.5 Minimization, Avoidance and/or Mitigation Measures*

*Caltrans hydrologists plan to introduce a design feature to mimic the original hydrologic dynamics produced and therefore maintain the pool upstream of SR-116 where CFWS were found. Environmentally sensitive area (ESA) fencing would be placed approximately ten feet upstream of the edge of the proposed bridge. Within this ten-foot setback, interlocking sheet piles would be placed across the channel matching existing elevations. These piles would eliminate dewatering of the upstream pool during the excavation at the bridge site, stabilize the creek bottom upstream of the piling, prevent groundwater from migrating downstream toward the excavation site, and prevent temporary changes to the creek bottom within the work area from migrating upstream to the pool. The water that flows naturally from the upstream pool, through the ESA fencing, and over the sheet piling would be collected in a diversion system within the bridge construction area and passed downstream. Once the bridge is built, the sheet piles can either be removed, or pushed further below the channel bed and left in place.*

*The length of retaining wall paralleling the edge of pavement from the abutment wall of the bridge westerly will be long enough to arrest the current and future bank cutting at this location. If Blucher Creek continues to erode the westerly side banks immediately upstream of the proposed bridge, the flow will hit this retaining wall and eventually be directed through the bridge opening. This concept eliminates the need to encroach into the stream upstream of the bridge construction.*

*There will be clearing of vegetation as necessary within the 10-foot ESA setback to construct the bridge, retaining walls, and the temporary creek diversion.* At the close of construction, Caltrans will restore vegetated slopes with non-invasive vegetation and monitor the restored vegetation. In addition, Caltrans will implement a construction window of June 15 to October 15 to avoid and minimize effects to the CFWS and its habitat. Details of restoration and minimization measures may be found in the *Biological Assessment for California Freshwater Shrimp (*Syncaris pacifica*), California Tiger Salamander (*Ambystoma californiense*), and Endangered Plants, Sonoma State Route 116 Roadway Rehabilitation Project Between Cotati and Sebastopol Sonoma County, California*, available for viewing at the Caltrans District 04 office (see Appendix E). *Caltrans recieved the corresponding Biological Opinion on April 16, 2009 (Appendix K).*

Project work at Blucher Creek will be increasing the natural habitat conditions by installing a clear span bridge to replace a box culvert. Because of the long-term beneficial effects anticipated from the action itself, no additional compensation is proposed.

### 3.4.3.3 Discussion of the Central California Coast Steelhead (*Oncorhynchus mykiss irideus*)

*3.4.3.3.1 Status*

The Central California Coast Steelhead (CCCS), a type of rainbow trout, is federally listed as a threatened species. Blucher Creek is identified as occupied by CCCS and as critical habitat.

*3.4.3.3.2 Natural History*

Steelhead rainbow trout were once abundant in California's coastal and Central Valley rivers and streams but their numbers are declining. Their range within the Russian River watershed extends throughout the main stem of the Russian River within Sonoma County and into Mendocino County and most of its tributaries.

*3.4.3.3.3 Survey Results*

In a 2002 determination, Blucher Creek was thought to be seasonally occupied by CCCS. Biologists conducted reconnaissance-level field surveys of the creeks in July 2005. During this survey it was determined that only juvenile refuge/rearing habitat is found within the ESL and no suitable spawning habitat occurs within the ESL.

*3.4.3.3.4 Impacts*

The proposed project would adversely impact, but not likely jeopardize, the CCCS or its habitat. If juvenile steelhead are present during construction activities they would be potentially impacted during widening of the existing RCB culverts at Jersey Creek and Blucher Creek. Approximately 0.009 hectares (0.023 acres) of open water habitat would be permanently lost at the four perennial creeks within the ESL during construction of the proposed project. Approximately 0.02 hectares (0.05 acres) of open-water habitat would be temporarily impacted during construction activities.

Removal and losses of riparian vegetation and canopy during construction would adversely affect water temperature and indirectly impact juvenile steelhead and their habitats within the ESL and areas downstream. Approximately 0.14 ha (0.36 acres) of riparian vegetation would be permanently lost and 0.16 hectares (0.39 acres) would be temporarily lost at Blucher Creek. Disturbances of riparian habitat at the other three creeks would total less than approximately 0.13 hectares (0.32 acres) within each creek.

*3.4.3.3.5 Minimization, Avoidance and/or Mitigation Measures*

The project design of a clear-span bridge at Blucher Creek, the only creek within project limits with critical habitat, *and the use of sheet piles, combined with the implementation of standard minimization measures and best management practices, will avoid impacts to Critical Habitat.*

### 3.4.3.4 Discussion of Endangered Plants of the Santa Rosa Plain (Sonoma Sunshine, Burke's Goldfields, Sebastopol Meadowfoam, and Many-flowered Navarretia) and Lobb's Aquatic Buttercup

*3.4.3.4.1 Status*

Four federally-listed plants are known to occur in the Santa Rosa Plain Conservation Area, in which a portion of the project area is located. The four plants, all listed as endangered, are Burke's goldfields (*Lasthenia burkei*), Sonoma sunshine (*Blennosperma bakeri*), Sebastopol meadowfoam (*Limnanthes vinculans*), and many-flowered navarretia (*Navarretia leucocephala ssp. plieantha*).

Also, Lobb's Aquatic Buttercup (*Ranunculus lobbii*) is listed by the California Native Plant Society as a species of limited distribution.

*3.4.3.4.2 Natural History*

Sonoma Sunshine or Baker's Stickyseed is an annual herb with pale yellow daisy-like flower heads in the sunflower family (Asteraceae). It is endemic to vernal pools and vernal swales in the Santa Rosa Plain.

Burke's Goldfields is an annual herb with bright yellow daisy-like heads in the sunflower family (Asteraceae). It is found in vernal pools and swales. Its historic distribution includes parts of Sonoma, Lake and Mendocino counties.

Many-flowered Navarretia is a low-growing, light-blue to white-flowered annual herb in the phlox family (Polemoniaceae). It is known mainly from vernal pools of volcanic ash flow vernal pool systems. Its historic range includes locations in Lake and Sonoma Counties.

*There are no documented records of the preceding plant species from any of the parcels within the project impact area.*

Sebastopol Meadowfoam is a white-flowered annual herb in the false-mermaid family (Limnanthaceae). It grows in vernal pools and swales in the Santa Rosa Plain (Cotati Valley), the Petaluma Valley, and Knights Valley in Sonoma County. Several historic locations for Sebastopol meadowfoam are known from the near vicinity of the project area. No suitable habitat for Sebastopol meadowfoam was found within the project area.

Lobb's Aquatic Buttercup is a white-flowering floating or submerged plant found in shallow water such as vernal pools or seasonal wetlands, in oak woodland, mixed-evergreen, or redwood forest habitat. Lobb's Aquatic Buttercup was found during recent project surveys in the project area. Habitat for this species within the ESL includes seasonal wetlands and roadside ditches.

*3.4.3.4.2 Survey Results*

USFWS protocol level botanical surveys were conducted in the project area in 2005 and 2006. Although no federally-listed species were found in the ESL, suitable habitat that could support federally-listed plant species was identified during 2005 and 2006 botanical surveys. Because a few parcels were inaccessible during the 2005 botanical surveys, the two-year survey protocol was not completed for all parcels, and it cannot be stated conclusively that listed plants are not present on site. It is unlikely, but not impossible, that the above-mentioned federally-listed special-status plants exist within the one area of currently suitable habitat that will be directly affected in the area of effect.

*3.4.3.4.3 Impacts*

The proposed project is likely to adversely affect endangered plants and/or their habitat. Possible direct effects that may result from implementation of the proposed project include dredging, filling, or topographic alteration of currently suitable or restorable habitat for the listed plant species. Approximately 0.02 hectares (0.05 acres) of currently suitable and restorable habitat may be directly affected by the project. Possible indirect effects that may occur without the proposed protective measures as a result of the proposed construction include hydrologic modifications outside of the habitat that may affect habitat downstream or effects that may alter part of the habitat area itself. No effects from this project are foreseen beyond the project area.

*3.4.3.5 Avoidance, Minimization and/or Mitigation Measures*

To minimize any adverse effects to the currently suitable and restorable habitat, standard measures for vernal pool species in the Santa Rosa Plain established by USFWS and the USACE, including ESA fencing, restrictions on construction access and staging, and erosion controls, will all be applied.

### 3.4.3.5 Migratory Birds and Protected Bird Species

*3.4.3.5.1 Regulatory Setting*

The Federal Migratory Bird Treaty Act (16 USC 703 et seq.), Title 50 Code of Federal Regulations part 10, and California Department of Fish and Game Code Sections 3503, 3513, and 3800, protect migratory birds, their occupied nests, and their eggs. The Federal and California Endangered Species Acts protect occupied and unoccupied nests of some threatened and endangered bird species. The Bald Eagle Protection Act (16 USC 668) prohibits the destruction of bald and golden eagles occupied and unoccupied nests.

*3.4.3.5.2 Affected Environment*

Migratory birds may nest in the vicinity of the project, and in trees which would be removed in the course of the project.

*3.4.3.5.3 Impacts*

Migratory birds may potentially be harmed by construction activities during the birds' nesting period. Nesting occurs between, but is not limited to, February 15 and September 1.

*3.4.3.5.4 Avoidance, Minimization and/or Mitigation Measures*

During the nesting period, Caltrans will implement provisions which may include exclusionary devices to prevent nesting. Where there are occupied migratory bird nests within the project limits, or when birds are discovered to be negatively impacted by construction activities, Caltrans would halt work within *30* meters (*100* feet) of the nest and not resume until the birds are no longer occupying nests.

Pre-construction surveys will be conducted to ensure no nesting birds are present prior to the onset of construction activities.

A no-disturbance buffer will be established around active nests within project limits. The size of the buffer will be determined on a case by case basis by a wildlife biologist. Active nests will be avoided until juvenile birds have fledged.

## 3.5 HYDROLOGY AND FLOODPLAIN

### 3.5.1 Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 CFR 650 Subpart A.

In order to comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The base floodplain is defined as "the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year." An encroachment is defined as "an action within the limits of the base floodplain."

### 3.5.2 Affected Environment

In March 2007, Caltrans prepared a Floodplain Assessment and a Floodplain Evaluation Summary Report. The 100-year base floodplain within the project limits is characterized by overflows from Laguna de Santa Rosa. The only encroachment on base floodplains shown on FEMA Flood Insurance Rate Maps is the existing culvert across SR-116 at Blucher Creek.

### 3.5.3 Impacts

The project would remove this culvert and replace it with a clear-span bridge, which would have no impacts on the floodplain.

### 3.5.4 Avoidance, Minimization and/or Mitigation Measures

None proposed.

## 3.6 AIR QUALITY

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), lead (Pb), and sulfur dioxide (SO2).

Under the 1990 Clean Air Act Amendments, the US Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to State Implementation Plan for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), and particulate matter (PM). California is in attainment for the other criteria pollutants. At the regional level, Regional Transportation Plans (RTP) are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization, such as Metropolitan Planning Commission for the greater San Francisco Bay Area, and the appropriate federal agencies, such as the Federal Highway Administration, make the determination that the RTP is in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires "hot spot" analysis if an area is "nonattainment" or "maintenance" for carbon monoxide (CO) and/or particulate matter. A region is a "nonattainment" area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called "maintenance" areas. "Hot spot" analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA and CEQA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the CO standard to be violated, and in "nonattainment" areas the project must not cause any increase in the number and severity of violations. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

The Caltrans Office of Environmental Engineering made the determination that the proposed project is exempt from regional (40 CFR 93.127-128)] conformity requirements. Separate listing of the project in the Regional Transportation Plan and Transportation Improvement Program, and their regional conformity analyses, is not necessary. The project will not interfere with timely implementation of Transportation Control Measures identified in the applicable SIP and regional conformity analysis. The project is neither growth inducing nor capacity increasing, and would have no impact on the production of greenhouse gasses.

# CHAPTER 4 Temporary and Cumulative Impacts

## 4.1 TEMPORARY CONSTRUCTION IMPACTS

### 4.1.1 Affected Environment

The construction of the proposed project has the potential to create a number of temporary impacts in the project area. The following construction activities are considered:

#### *4.1.1.1 Typical Construction Methodology: Roadway Surfacing and Striping*

Paving would typically be accomplished by milling down and coldplaning the existing roadway surface with a grinder. The milled roadbed would then be covered with binding material and then resurfaced with asphalt concrete using paving and rolling equipment. After that, the surface would be striped.

#### *4.1.1.2 Typical Construction Methodology: Shoulder Width Standardization, Right and Left-Turn Lanes, Standardization of Intersections*

Substandard shoulder sections would typically be excavated from the edge of the travel way, removed, and a new shoulder would be constructed to accommodate the additional shoulder width. Fill would be compacted and the shoulder resurfaced. Shoulder backing would be prepared to protect the external edge of the new shoulder.

#### *4.1.1.3 Typical Construction Methodology: Signalization*

A concrete saw and jackhammer would typically be used to expose areas for excavation to allow placement of conduit to extend power to the signals. A backhoe or excavator would be used to dig the trenches. Repaving would be similar to the methods described for roadway rehabilitation.

#### *4.1.1.4 Typical Construction Methodology: Bus Pads*

Portland cement concrete surface rather than asphalt concrete would be applied to the subbase material in the bus pad locations. This is required to provide additional stability to accommodate the additional weight of the mass transit vehicles.

#### *4.1.1.5 Typical Construction Methodology: Box Culvert Improvement*

In accessing the creeks in the project area, a temporary partial or full diversion of water would be required to allow access and ensure that sensitive aquatic species are not present during construction. This would be accomplished either through piping the water around the work site, or through blocking one portion of the channel at a time.

Because the roadway would need to remain open during construction, the construction methods would likely include working on half of the bridge replacement at a time. Some areas, such as Blucher Creek, include an adjacent frontage road that may serve as a detour route during construction to allow full road closure at the construction site.

At Blucher Creek, a clearspan bridge would likely use precast or steel beam girders to avoid placing falsework within the existing creek. To remove the existing box culverts, the existing roadway would be broken up and the culvert lifted with a crane situated on the roadway.

#### *4.1.1.6 Typical Construction Methodology: Cross Culverts and Ditches*

Backhoe and excavation equipment would excavate the existing cross culvert locations to create an open trench. Lane closures would be required for daytime work. This would likely require work to be conducted at night. If it is not possible to finish in one night, open trenches would be covered with steel plates at the end of each work day.

### 4.1.2 Project Impacts

Potential impacts include the following:

- Traffic interruptions and longer travel times
- Temporary traffic detours
- Limited access to businesses and driveways during daytime operations
- Equipment noise
- Dust as a result of excavation, fill stockpiling, and grinding
- Interrupted or limited access for pedestrians and cyclists
- Increased construction-vehicle traffic
- Visual effects of construction activities
- Construction-related night lighting impacts to on- and off-road viewers

### 4.1.3 Avoidance, Minimization and/or Mitigation Measures

Caltrans would implement temporary detour plans with adequate signing and the California Highway Patrol's Construction Zone Enhanced Enforcement Program or local police for traffic control and handling. Detour plans would address the needs of bicyclists and pedestrians as well as of motor traffic. In situations where a detour is not possible, a flagman would control motor traffic and pedestrian and bicycle access. Detours would also provide alternative routes for emergency access. Where sectional temporary barriers are used, adequate openings will be provided for maneuvering by emergency vehicles.

In commercial areas, Caltrans may conduct construction activities at night (11 PM – 5 AM) to eliminate impacts on the local business. Caltrans may implement special provisions for noise reduction during these times, as appropriate.

Construction lighting would be limited to within the area of work and light trespass would be avoided through directional lighting, shielding, and similar measures. Unsightly material and equipment storage and staging would be visually screened or otherwise not be visible within the foreground of the highway.

Vacuuming, sweeping, watering trucks and plastic sheeting would be used to contain dust. Construction pollution prevention measures would be implemented to reduce other related impacts; please see Water Quality/Stormwater Runoff, section 3.1.

## 4.2 CUMULATIVE IMPACTS

### 4.2.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, §15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in §15355 of the CEQA Guidelines. A definition of cumulative impacts, under CEQA, can be found in 40 CFR, §1508.7 of the CEQA Regulations.

Regulations for the implementation of §7 of the Endangered Species Act require the federal action agency to provide an analysis of cumulative effects, along with other information, when requesting initiation of formal consultation. Additionally, the Services are required to consider cumulative effects in formulating their biological opinions (50 CFR §402.14(g)(3) and (4); NARA 2002). Cumulative effects include the effects of future state, tribal, local or private actions that are reasonably certain to occur in the action area.

Data for cumulative impacts for this study were obtained from the County of Sonoma and the City of Sebastopol, and through review of environmental documents for local projects archived by Caltrans.

### 4.2.2 Affected Environment

Large-scale construction projects in the vicinity of the proposed project include the Cotati Commons commercial/residential complex in Cotati, which as of the date of this document is partially completed, and the Laguna Vista residential development of 200 residential units plus 16,300 square feet of commercial space in eastern Sebastopol. Plans for Laguna Vista are currently under revision and may result in a smaller project. In the City of Rohnert Park, environmental documents have been prepared for a large casino owned by the Federated Indians of Graton Rancheria and operated by Station Casinos of Las Vegas, and for a "Stadium Area Master Plan" by the City of Rohnert Park, in preparation for the planning of a commercial area and high-density housing. The City of Sebastopol is also preparing a Northeast Area Specific Plan for Sebastopol's 54-acre northeast area, which is intended to guide the area's development and conservation and which will propose substantial new development. Caltrans has a large construction project, the replacement of the Laguna de Santa Rosa Bridge on SR-12 east of Sebastopol, which could reasonably be foreseen to have cumulative traffic impacts in combination with this proposed project on SR-116.

### 4.2.3 Impacts

#### *4.2.3.1 General*

Projects in the vicinity of the project area are almost exclusively confined within the city limits of Sebastopol, Rohnert Park, or Cotati. The proposed project is however almost exclusively within a section of rural Sonoma County that has seen practically no development in recent years. Within this area, there have been no projects to which the proposed project's potential impacts could be considered cumulatively to be added. A review of county records confirms that the only permitting activity in the project area has been centered on the waste-processing and recycling facility at 7085 Gravenstein Highway South. The kinds of impacts associated with this facility can reasonably be assumed not to be of the same kind as those associated with a roadway rehabilitation project.

#### *4.2.3.2 Biological*

Continued and persistent development pressures within the Santa Rosa Plain region have resulted in cumulative effects to the California Tiger Salamander. In the construction of the Cotati Commons project, large areas of high-quality local CTS habitat, including breeding ponds, were lost. The proposed project would contribute by affecting approximately 2.70 hectares to 2.52 hectares (6.23 acres) over the 12.9 kilometers (8.0 mi) stretch of existing roadway.

Because of the extremely limited distribution of the CFWS and the persistent development pressure within its range, projects with even minor effects may contribute cumulatively to the demise of this species. The same is true of four listed plant species known in the Santa Rosa Plain: Sonoma sunshine, Burke's goldfields, Sebastopol meadowfoam, and many-flowered navarretia.

Because of the broad distribution of activities that have had or will have adverse impacts on the biological resources identified here, there are effective regulatory requirements in place to prevent impacts. The Santa Rosa Plain Habitat Conservation plan requires this and similar projects to compensate for effects to CTS habitat at a 2:1 or 1:1 ratio, or purchases at a 0.2:1 ratio. The

additional habitat lost as a result of Caltrans's proposed project is insignificant, as it consists of narrow strips of land along driveways and roadway verges. Caltrans takes the long view in identifying means to prevent the project from contributing to any cumulatively significant impacts, such as compensating for marginal habitat lost by the purchase of high-quality, secured habitat at nearby compensation banks.

The proposed project would not bisect or isolate existing populations of listed species or prevent migration or dispersal of the species beyond the existing conditions in the project limits. The proposed project would result in an incremental increase in the amount of disturbed lands located directly adjacent to a heavily used highway. Through implementation of avoidance and minimization measures, compensation for direct effects, including creation and preservation of suitable habitat for the species in perpetuity, the cumulative effects to listed species from the proposed project are expected to be minimal.

Although there are small areas of direct and indirect effects to currently suitable and restorable suitable habitat for rare plants in the project area, and there is one area of currently suitable habitat that was not surveyed pursuant to the two-year survey protocols for the listed plant species, the botanical significance of the project area is subjectively rated as low in both local and regional contexts, based on the lack of special-status plants and the lack of high quality habitat for special-status plants, compared to what is found in the local and regional vicinities of the project area. The project area is located along an existing well-traveled roadway and has been highly disturbed in most areas by disking and grading and other activities. The proposed project (incorporating avoidance, minimization, and compensation) will not have substantial cumulative adverse effects on the four federally-listed rare plant species.

The Graton Rancheria EIS proposes possible mitigation for expected traffic impacts which include modifications to the SR-116/Stony Point Road intersection in the project area. This area has been designated critical habitat for the CTS.

#### *4.2.3.3 Traffic*

Caltrans has a project that proposes to replace the Laguna de Santa Rosa Bridge on SR-12 east of Sebastopol. This project is scheduled to go to construction in 2010, approximately the same time as the proposed project. In order not to extraordinarily restrict access to Sebastopol from the east, Caltrans would stage the projects so that one does not conflict with the other.

The proposed project is not a capacity-increasing one. For that reason, it will not contribute to possible cumulative traffic effects from other projects in the area.

### 4.2.4 Avoidance, Minimization and/or Mitigation Measures

None proposed.

# CHAPTER 5 Relationship Between the National Environmental Policy Act (NEPA) and CEQA

*This environmental document complies with CEQA requirements for an Initial Study (IS). This project also qualifies for a Categorical Exclusion under the National Environmental Policy Act (NEPA), as implemented by the Federal Highway Administration. CEQA and NEPA differ in several essential ways: in their definitions of the "environment", in the emphases they place on environmental protection compared with economic growth, in the degree to which mitigations are mandated, and so on.*

*The draft version of this document was released as a combined Initial Study (IS) CEQA and NEPA Environmental Assessment (EA). CEQA requires that an IS include a determination of no significant impacts, while under NEPA, an EA is prepared to determine whether a project will have a significant impact on the environment and, if no unmitigable significant impact would occur, then a Finding of No Significant Impact (FONSI) is made. If a project by its type or nature is shown not to have significant impacts under NEPA as implemented by the FHWA, the project would qualify for a Categorical Exclusion from environmental assessment.*

*The project as proposed would not necessitate a FONSI for environmental clearance under the current agreements between Caltrans and the FHWA. However, in the draft version of this document, the project was put forth for public review for a potential FONSI because of the potential public controversy that the number of small-scale right-of-way acquisitions could generate. Despite active community participation, these acquisitions proved not to be controversial. Caltrans then concluded that a Categorical Exclusion was the correct level of NEPA review.*

# CHAPTER 6 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings, interagency coordination meetings, (continue list as appropriate). This chapter summarizes the results of the Department's efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

## SCOPING PROCESS

Periodically during the past three years, the project manager brought Division of Design and Division of Environmental Planning and Engineering teams to meetings with interested local agencies, including SCTA, SCT, BikeSonoma, the City of Sebastopol Planning Department and Public Works Department, and the City of Cotati City Engineer.

Caltrans Environmental and Design staff held a field visit in 2007 with the Sonoma County Public Works Department, Sonoma County Permit and Resource Management, and the City of Sebastopol Planning Department.

The Office of Cultural Resources has conducted ongoing native American consultation and consultation with SHPO, and contacted potentially interested parties including the Western Sonoma County Historical Society.

The Office of Biological Sciences and Permitting has ongoing consultations with the US Fish and Wildlife Service, the California Department of Fish and Game, and NOAA Fisheries.

The Office of Water Quality has consulted with the Regional Water Quality Control Board.

## STATUS OF APPROVALS OR PERMITS FROM THE AGENCIES.

USFWS Biological Opinion: signed, but will require amendment during detailed project design.

NMFS Biological Opinion: signed, but will require amendment during detailed project design.

CDFG Consistency Determination or Incidental Take Permit: will be obtained during detailed project design after the Biological Opinions are amended.

CADFG 1602, USACoE 404, RWQCB 401: will be obtained during detailed project design.

## PUBLIC PARTICIPATION

A public meeting was held on November 27, 2007, at the Sebastopol Veterans Memorial Building at 282 High Street in Sebastapol. Cards were sent out in advance of the meeting informing interested parties of the document and of the date and locationof the meeting. These were also advertised in the *Sonoma West Times & News* on November 8. Approximately 60 people attended. Maps, project plans and visual simulations were on display, and fact sheets were provided. Project Delivery Team members were on hand to explain the displays and answer questions. Attendees were encouraged to fill out comment cards or enter comments into laptop computers which were provided for that purpose. These comments are included in this chapter, in addition to comments received by postal and electronic mail.

### Bike Lane Response

The most frequently made comments at the meeting and in correspondence from the public were on the subject of Class II bike lanes on this section of SR-116. Many of these comments were essentially identical. In reponse to these comments, Caltrans provides the following statement:

This project will improve the overall condition of the highway. The project includes standard shoulder widening within the project limits. Wider shoulders provide space for emergency stopping for vehicles. The proposed 8-foot paved shoulder will also provide a paved area for bicyclists to use outside the vehicle travel way. A shoulder rumble strip will alert drivers if they inadvertently cross over into the shoulder areas, to enhance safety for bicyclists and pedestrians.

Bike lanes are generally not recommended on high-speed rural highways. It would be inappropriate to encourage additional bicycle travel by designating State highways in rural areas as bike lanes. Bike lane signing and pavement marking offer little protection, if any, to bicyclists from vehicles traveling at speeds of 45 mph and higher. Generally, stripes alone will not measurably enhance bicycling safety. Studies have shown that bike lane stripes can give bicyclists a false sense of security by increasing bicyclists' confidence that motorists will not stray into their path of travel if they remain within the bike lane. Bicyclists should be alert and aware of vehicles on the roadway.

Bike routes are intended to provide continuity to the bikeway system. Bike routes are established along through routes to connect discontinuous segments of bikeway. While there is an existing bike lane in the City of Cotati, there is no bike lane connection in Sebastopol. In the future, when there is a bike lane in Sebastopol connecting to SR 116, bike route signing can be added on the State highway to join the bike lanes at either end of the highway segment.

We have requested a copy of Sonoma County Transportation Authority (SCTA)'s draft bicycle plan and will work with the SCTA to provide bike routes on State highways that will connect bike lanes in Sonoma County.

### Safety Response

The other most frequently occurring comment was that this project be reclassified as a safety project, and that this reclassification would affect the feasibility of funding bike lanes. Caltrans offers the following response to this comment:

Safety projects under the California Highway Safety Improvement Program (HSIP) are based on the collision history for the project area in which the proposed improvement would reduce the number and/or severity of collisions. The tool used for evaluating safety benefits of highway improvement projects is the Traffic Safety Index or TSI, a form of cost-benefit analysis that is based on accident history and the cost of the improvement. Safety projects are required to meet a minimum TSI and are prioritized statewide by this number.

Caltrans evaluated the segment of State Route 116 between Sebastopol and Cotati and found that the accident rate for this segment of highway is lower than the average rate for similar facilities statewide, whereas the cost for this project is disproportionally high. Because of this, shoulder widening on this segment of State Route 116 does not meet the minimum TSI required for a safety project.

Under the current redaction of the California HSIP guidelines, only certain classes of projects are eligible for funding as HSIP safety projects. Bicycle lane projects are not among these. So, while the development of paved shoulders and bike lanes may improve safety and convenience for bicyclists and motorists along state highways, there is currently no funding program in the safety program for bike lanes. The HSIP guidelines are developed and maintained by the Caltrans Headquarters Office of Traffic Safety (http://www.dot.ca.gov/hq/traffops/saferesr/).

The California Strategic Highway Safety Plan (SHSP) has been developed as one of the preconditions to receive federal funding for transportation projects. The FHWA regards the state SHSP as an important step toward encouraging states to take a multidisciplinary and multi-agency look at highway safety problems and solutions on all public roads, and to share resources to implement countermeasures that will be most effective in terms of reducing deaths and serious injuries. Improving bicycling safety is one of the 16 challenge areas identified in the SHSP. The SHSP lists establishing a bicycle safety improvement program with project selection criteria for State highways and local roads as a high priority action. Caltrans is working toward implementing the SHSP (http://www.dot.ca.gov/SHSP/), in part through developing updated guidelines for safety projects.

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Abooti | David | | 3670 Hemlock St. | Santa Rosa | 95403 | We need bike lanes on this stretch of 116. It is a country-wide resource. I commute by bike from SR -> Sebastopol ->SSU 3 times a week. We need bike lanes. | Please see "Bike Lane Response", page 67. |
| Adams | Sheherezade | | PO Box 762 | Glen Ellen | 5442 | I am writing to comment on the Highway 116 proposed resurfacing and improvement project. I use a bicycle for transportation and Hwy 116 is the most dangerous road in the county for me. I am very glad to see that the proposed project includes shoulder improvements. I hope you will consider making them official bike lanes. And I hope that the improved shoulders will someday soon (before I am hit) extend on 116 east of Hwy 101 also. | Please see "Bike Lane Response", page 67. |
| Al-Shamma | Nabeel | | 14841 Chalk Hill Road | Healdsburg | 95448 | As a bicyclist on 116, which I find to be very cyclist unfriendly, I ask that you install bicyle lanes. Wider shoulders are good but bicycle lanes are better, especially at street crossings. | Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Andersen | David | | d1.andersen@gmail.com | | | I am writing in regard to your review of the Highway 116 improvements from Sebastopol to Cotati. As a regular bicyclist in Sonoma County, I urge you to include bike lanes along this stretch of highway. Bike lanes would increase the safety of riders using this important bicycle transportation corridor. There are few opportunities for increasing the safety of bicyclists and it would be shameful if bike lanes were not included in this project. | Please see "Bike Lane Response", page 67. |
| Birdfeather | Robin | Sonoma County Bicycle Coalition | 42 Charles St. # 92 | Cotati | 94931 | Rte. 116 between Cotati + Senastopol has wide enough lanes but is not safe - No actual bike lanes exist. Please follow the updated SON Co Bike + Pedestrian PLAN for CLASS II lanes for all users, to include cyclists in all planning + project activities. Pay special attention to intersections. | Please see "Bike Lane Response", page 67. |
| Brown | Jeffery T. | | 411 Zimpher Dr. | Sebastopol | | I ride my bike as transportation. I live blocks away from HWY 116 but find it is too dangerous to ride. Please install a safe bike lane. With gas prices climbing I am sure my cyclists and pedestrians will use it. | Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Bunnell | Andy | Sonoma County Bicycle and Pedestrian Advisory Committee | 428 Bowers St. | Graton | 95444 | Thanx for listening. Please, please Class 2 bike lanes all the way! Please stripe properly so we can all be safe. Please act to promote safety and concern for all forms of transport! | Please see "Bike Lane Response", page 67. |
| Burchfiel | Gail | | g.burchfi@gmail.com | | | I am writing as a proponent for the development of bike safety lanes on Highway 116. There are many benefits to safer access for bikes, a few of which are:<br>safety for children<br>reducing usage of fuel<br>facilitating a healthy lifestyle<br>I just returned from a bike trip in Spain where cars and bikes demonstrate mutual respect on the road. It was a beautiful experience and, by developing more bike-friendly roads, we can encourage this attitude in the U.S. | Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Burg | Richard | | rbpublic @sonic.net | | | I am a Healdsburg Resident, member of the Santa Rosa Cycling Club and the Sonoma County Bicycle Coalition. I rode 3000 miles last year in Sonoma County. I am writing you today based upon information presented in Sebastopol on November 27th about the Cal Trans project to 'rehabilitate' Highway 116. I have several concerns.<br>First, to work on this road and not include Class II bike lanes seems criminal. It is currently dangerous in places, with virtually no shoulder, and deep drainage ditches. While this is similar to many rural roads of the county, vehicular traffic on 116 travels at appreciably higher speeds.<br>Hwy 116 will also provide a valuable route between Sebastopol and Cotati for commuters connecting with rail service - when it reappears in the 101 Corridor. There is no doubt that we will witness increased use of bicycles as gasoline prices continue to increase in the coming years. Appreciation for the utility value of a bicycle in a multi-modal commute will grow. The links and delays between modes - bus, rail, ferry, muni, etc., present one of the obstacles to multi-modal commuting. A bicycle offers independence from transit schedules on the origin and destination legs. Bicycle lanes should be considered for all roadway improvement when there is an opportunity to build and important path for future commuting patterns.<br>Finally, funding bicycle lanes when a roadway is to be improved is a far more efficient use of capital that going back and doing it later, or waiting for a Class 1 route to be laid out, purchased, and built. | Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Burger | Karin | | 9 Buckeye Court | Petaluma | 94952 | I was dismayed to learn that CalTrans has no plans for bike lanes in the Hwy. 116 ”Rehabilitation Project”” between Sebastopol and Cotati. This is a very dangerous but often traveled roadway for cyclists. In some spots, there is no other way to get from point A to point B except along 116.” | Please see “Bike Lane Response”, page 67. |
| Burger | Karin | | 9 Buckeye Court | Petaluma | 94952 | I understand that if you were to reclassify this project as a ”Safety Project,”” there is more likelihood of bike lanes being included. I would certainly think that this stretch of road would qualify as a ”Safety Project.”” Please do what you can to include designated bicycle lanes along this stretch of highway, and reclassify the project if that helps. | Please See “Safety Response”, page 68. |
| Burger | Richard | | 9 Buckeye Court | Petaluma | 94952 | I am writing regarding the plans for upgrading Highway 116 between Sebastopol and Cotati. I ride my bicycle on sections of Highway 116 in the project area. While shoulders are nice, it would be much safer to include bike lanes. This is particularly true at intersections, where the possibility of accidents between motorists and cyclists is quite high. | Please see “Bike Lane Response”, page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Burger | Richard | | 9 Buckeye Court | Petaluma | 94952 | I did not attend the recent meeting, but have read some reports of the information provided by Caltrans. From what I understand, it would be much better if the project could be categorized as a ”safety project,”” instead of a ”rehabilitation project.”” | Please See “Safety Response”, page 68. |
| Carinalli | Lynda | Carinalli Dairy | 4905 Gravenstein Hwy. South | Sebastopol | 95472 | Need turnout lane at Woodworth Road - Milk truck entrance everyday, several accidents with wide turn of truck. Also, access for addition traffic and big trucks. Possibly, have center lane from Hessel Road toward Sebastopol. | The project includes standard 8-foot paved shoulders on State Route (SR) 116. The wider highway cross section will provide additional pavement for vehicles to manuever. The accident rate at this intersection is lower than the average accident rate for similar facilities statewide. In the most recent three-year period available, from July 1, 2004 to June 30, 2007, there were no accidents reported at the SR 116/Woodworth Road intersection. Widening through the area to provide an additional lane is cost-prohibitive due to significant right-of-way and environmental impacts. |
| Carinalli | Lynda | Carinalli Dairy | 4905 Gravenstein Hwy. South | Sebastopol | 95472 | Do not eliminate turn lane down from Japanese Temple through town. Important to have this lane to exit and enter traffic - may cause accidents if changed | The project will not remove the median turning lane. The project will include widening on State Route 116 to provide standard 8-foot paved shoulders. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Colobert | Sandra | | 6548 Barbara Drive | Sebastopol | | I middle turning lane, heading north/south, by the ”temple”” at Elphrick, has een removed from your plans. This is a BIG mistake because making left turns into commercial properaty drive ways would be a hazzard. We need the middle turning lane. We do not need, nor want, a two lane road into Sebastopol city. The city cannot handle adequately the traffic it already attempts to endure.<br>Creating more traffic coming into Sebastopol is a mistake. There are many plans for more housing, we need to plan how the increased traffic will be handled before promoting more traffic coming into the city.<br>Repaving is an excellant idea. Increasing left turning lanes is excellant. Traffic signals can create more backup of traffic. | The project will not remove the median turning lane. The project will include widening on State Route 116 to provide standard 8-foot paved shoulders. The project will not increase highway capacity. The project will rehabilitate the existing roadway and widen to provide standard shoulders. The traffic signals proposed at Mount Vernon/Lone Pine Roads and Mount Vernon/Hessel Roads intersections will be coordinated to provide for continuous movement of traffic. |
| Crouch | Jeff | | 7110 17th Hold Dr. | Windsor | 95492 | Please consider a bike lane (dedicated) between Cotati & Sebastopol as part of the pending improvement project. | Please see “Bike Lane Response”, page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Culver | Christine | Sonoma County Bicycle Coalition | PO Box 3088 | Santa Rosa | 95402 | Bike lanes are needed the entire length -- especially at intersections. This corridor is being included in the County Bike Plan Update to include Class II bike lanes. Please update these plans to follow the bike plan. | Please see "Bike Lane Response", page 67. |
| Downing | Sara | | 141 West Hills Circle | Sebastopol | 95472 | As a cyclist who rides many miles in Sonoma County on a monthly basis, I avoid Hwy 116 because of its dangers. This is not always practical, and so sometimes I take my chances. Bicyclists are here to stay, and roads need to be designed to support their use. Drivers will be happier, and cyclists will be safer. It is clear from this latest plan that neither cyclists nor their safety was taken into consideration. I strongly urge you to incorporate bike lanes into this project, and for it to reclassified as a Safety Project, rather than a Rehabilitation Project. | Please see "Bike Lane Response", page 67. Please See "Safety Response", page 68. |
| Farrekk | Gwen | | 5426 Volkerts Rd. | Sebastopol | 95472 | Stop light @ Hessel/Mt. Vernon/116 needs to go in sooner. Hessel Church is planning to expand/combine services to gather 600 people during one period of time on Sundays. This creates back up on Hessel 1 mile long. | We cannot advance the signalization at the State Route 116/Mount Vernon/Hessel Roads intersection. It is an operational improvement that would have low priority as a separate signal project. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Franci | Caren | | 6026 Fredericks Rd. | Sebastopol | 95472 | We are in crises over the proliferation of the auto. Bike lanes are a necessity to encourage alternate transportation (a signed specific bike lane!). | Please see "Bike Lane Response", page 67. |
| Franci | Caren | | 6026 Fredericks Rd. | Sebastopol | 95472 | Businesses displaced (coffee shop) should be replaced -- you can minimize the efects on that intersection by taking some land from the Bassignani side. | A small retaining wall will be constructed inside state right-of-way to avoid impacts to the coffee shop. |
| George | Daniel J. | Gold Ridge Fire District | 4500 Hessel Rd. | Sebastopol | | Are the signal lights at Hessel and Lone Pine going to have emergency vehicle opti-com equiped? | Yes. The signals will include equipment for emergency vehice preemption. |
| Ghiradelli | William & Diane | | 4312 Belmont Drive | Sebastopol | 95472 | As a property owner, If possible, 1) please take a look at a possibility of providing left turn lane between APN 062-180-026 and 046-061-023 and 046-061-024 This is regarding on trackter movement (a farm equipment using daily basis.)" | The State does not construct left turn lanes for private driveways. Property owners may construct left turn lanes through encroachment permit with the Department of Transportation. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Ghir-adelli | Wil-liam & Diane | | 4312 Bel-mont Drive | Sebas-topol | 95472 | 2) There is an exisitng crossing culver under the highway erod-ing my field by the outlet flow. Please advise me with any sugges-tion to prevent from further erosing<br>Thank you so much for the consid-eration." | Both cross culverts in the vicin-ity are 18" corrugated metal pipes. Both were evaluated and found to be in adequate condition and sized appropriately. The project proposes to clean the sediment out of both of these and place what erosion con-trol we can without generating im-pacts to California Tiger Salaman-der habitat. The existing State flow to each of these culverts is minimal. The widening will not add significant flow to either of these culverts. The erosion downstream of State right of way is not our responsibility as long as the flow is passed across the highway in a reasonable manner. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Gladstone | Jerry | | jglad @sonic.net | | | The ”Rehabilitation Project”” for Highway 116 from Sebastopol to Cotati must be reconsidered and reclassified as a ”Safety Project””. As such, I understand that the project can include much needed bike lanes. This is an extremely important issue for pedestrian and bicycling safety in our community. With the growing number of people turning to bicycle travel for all needs in response to the rising cost of gasoline, the impending oil shortages, and global warming this is an urgent priority. | Please see “Bike Lane Response”, page 67. Please See “Safety Response”, page 68. |
| Gonzalez | Tiburcio | | 609 Live Oak Ave | Sebastopol | 95472 | Want Class II bike lanes from Cotati to Sebastopol. | Please see “Bike Lane Response”, page 67. |
| Gonzalez | Tiburcio | | 609 Live Oak Ave | Sebastopol | 95472 | Need channeling to include bikes and sensors to trigger for bikes. | Please see “Bike Lane Response”, page 67. |
| Gonzalez | Tiburcio | | 609 Live Oak Ave | Sebastopol | 95472 | As a cost savings, I suggest one lane each way on 116 Gilchrist to Stony Point, change to center turn lane, and shoulders. | The project proposes to rehabilitate the existing pavement and widen to provide standard shoulders. The State does not construct left turn lanes for private driveways. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Gonzalez | Tiburcio | | 609 Live Oak Ave | Sebastopol | 95472 | Current Sonoma County Plan has Class II in revision. | The Sonoma County Bike Plan draft has not yet been reviewed by the State. We are requesting Sonoma County to provide us an opportunity to review and comment on the document. Please see "Bike Lane Response", page 67. |
| Gotcher | Vicki | | 221 Bloomfield Rd. | Sebastopol | 95472 | We need designation for Bike LANES - now more than ever (less polluting). | Please see "Bike Lane Response", page 67. |
| Gotcher | Vicki | | 221 Bloomfield Rd. | Sebastopol | 95472 | Displacement of businesses and homes needs more attention. | Noted. Caltrans is committed to minimizing displacements through the use of retaining walls. Property owners potentially affected are protected by a comprehensive site of relocation laws. Please see Appendix D. |
| Gunderson | Greg and Johanna | | 2660 Gravenstein Hwy. South | Sebastopol | 95427 | Our concerns are with regards to drainage problems from the raising of the Highway approximately eight years ago and the increased noise from the traffic. | An encroachment permit to install a pipe across their driveway entrance would resolve this drainage problem. |
| Hill | Denise | | 317 Tenth St. | Santa Rosa | 95401 | Please install bike lanes on Hwy. 116 between Cotati and Sebastopol in accordance with the Sonoma County Bicycle and Pedestrian Plan and Cal Trans Deputy Directive 64. | Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Hoagland | Vincent | Sonoma County Bicycle & Pedestrian Advisory Committee | 5251 Petaluma Hill Road | Santa Rosa | 95404 | This route is the only direct route from Sebastopol to Cotati. The latest version of the Sonoma County Bike Plan will have this listed as a Class II bikeway. I believe that CalTrans should include this designation in all of its documents such as Section 2.4.3.2 of the Negative Declaration to ensure that it is a Class II bikeway in all of the planning. | The Sonoma County Bike Plan draft has not yet been reviewed by the State. We are requesting Sonoma County to provide us an opportunity to review and comment on the document. Please see "Bike Lane Response", page 67. |
| Hoagland | Vincent | Sonoma County Bicycle & Pedestrian Advisory Committee | 5251 Petaluma Hill Road | Santa Rosa | 95404 | Where designated right turn lanes are built, striped bike lane designations should be to the left of the right turn lane. | Please see "Bike Lane Response", page 67. |
| Hoagland | Vincent | Sonoma County Bicycle & Pedestrian Advisory Committee | 5251 Petaluma Hill Road | Santa Rosa | 95404 | Because a pedestrian was killed on Highway 116 in May of this year and a bike rider seriously injured in November and there are presently no bike lanes or in many sections no shoulders, I request that this project be reclassified from a Rehabilitation Project to a Safety Project. | Please See "Safety Response", page 68. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Hoa-glund | Vincent | Sonoma County Bicycle and Pedestrian Advisory Committee | 5251 Peta-luma Hill Rd. | Santa Rosa | 95404 | The section 2.4.1 of the Neg. Dec./ Env. Assessment states that the re-mainder of SR-116 from Madrone to the end of the project is a proposed class III bike lane. The proposed up-date to the S.C. Bikeways plan and the SCTA Countywide Bicycle and Ped. Plan update lists the entire route as a class II bikeway. From what I can see of the plans, there is no provision for a bike lane to the left of a right turn lane. I hope this is just an oversight on the plans. | Please see "Bike Lane Response", page 67. |
| Insco | Sue | | 4365 Hes-sel Rd. | Sebas-topol | 95472 | I am concerned about the safety of making left turns onto Grav. Hwy from Hessel Rd. as well as from Mt Veronion Rd. Please install a traf-fic signal soon so that we can enter and exit Grav. Hwy safely! | Please See "Safety Response", page 68. |
| Isaak | Tom | | 331 Keller St | Petaluma | | Ma'am – It would be simply be a terrible oversight to not include bike lanes on a roadway as heavily traveled and direct as 116 between Cotati and Sebastopol, two very bike'ish towns. | Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| John-ston | Kath-leen | | 3617 Mt.Vernon Rd. | Sebas-topol | | Our concern is that the area up mt Vernon Road @ lone Pine shown as needed for traf-fic stacking is excessive. I understand the need for a few cars to stack but to take both the front yards of my homes is too much. NEVER in 14 years has any more than perhaps two cars needed to be in the same place at the same time. There is no room for more de-velopment on the road and we have had no problems that would require that much land. Please re-review the potential need for this amount of stacking. Thank You | The length of the left turn lane is based on existing traffic volumes and includes the distance required for median deceleration of the left-turning vehicle plus the vehicle storage. When the intersection is signalized, the number of stacking cars between each signal cycle will be higher than in a nonsignalized condition. |
| | | | 4900 Graven-stein South | Sebas-topol | 95472 | Trees 883 through 894 [:] What is going to happen to my trees, fence and house? | Your property, with frontage along SR 116 and along Daywalt Rd (ref-erence *(continued below)* |
| Layout Sheet L-17/ Tree Survey Map 12) shows Trees lines be adjusted to avoid the removal of specimen trees; it recommends that trimming of identified trees be limited to the minimum required in order to provide a clear work area.numbered 883 through 894. The proposed right of way line shown on the plans overlaps the residential structure slightly. The existing trees surveyed lie within the proposed State right of way line, but beyond the limit of grading line, or catch-line, for the proposed project. The fence lies on or near the proposed limit of grading line for the project. It is likely that the fence will be removed during the project. All or most of the existing trees may be preserved. Once the proposed project is programmed, during the right of way acquisition phase and the design phase of the project, property owners are encouraged to contact Caltrans to discuss how impacts to property can be minimized. Measures can include adjustment of proposed right of way limits, adjustment of proposed grading limits, and measures to protect existing vegetation and fencing. The Visual Impact Assessment Technical Report recommends that, wherever feasible, slope lines be adjusted to avoid the removal of specimen trees; it recommends that trimming of identified trees be limited to the minimum required in order to provide a clear work area. | | | | | | | |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Kirk | Charity | West County Revolution Bike Shop | 5498 Bravo Toro Lane | Santa Rosa | 95401 | Please plan for at least class 2 bike lanes. Make it safe for cyclists -- new cyclists. Highway 116 is fast and designating an area of bicycles is important for getting more people to ride their bike. | Please see "Bike Lane Response", page 67. |
| Kuhn | Tom | | 668 Robinson Rd. | Sebastopol | 95472 | I would like to see bike lanes added to Highway 116 between Sebastopol and Cotati. Currently this is a very dangerous section to ride, and there have been some serious accidents there in the last few years. I understand bike lanes on this section of 116 are part of the Sonoma County bicycle and pedestrian plan. Please make sure they happen. In addition to all the publicized benefits of cycling to the economy, energy and climate issues, health and fitness; it is also true that the more people ride rather than drive, the less traffic and wear & tear is experienced on our roads. | The Sonoma County Bike Plan draft has not yet been reviewed by the State. We are requesting Sonoma County to provide us an opportunity to review and comment on the document. Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Kupperberg | Michael | | 1830 Gravenstein Highway South | Sebastopol | 95472 | This is for 1830 Gravenstein Highway South, Sebastopol APN 063-051-046 1) How far back from the solid white line will you need to accommodate both the shoulder you are planning on and a bus stop which is already located there. Is one added on to the other or are they configured separately? | From travel way or white line, we will need 8' for shoulders, 3' for shoulder backing , 5' - 8' to catch line and 18' to R/W. It totals approx. 37' to 40'. Bus Pad configuration will be as per County standards. |
| Kupperberg | Michael | | 1830 Gravenstein Highway South | Sebastopol | 95472 | 2) The property and the outlets to the highway have been in my family for over 60 years, are any changes planned for them. They are all needed for my commercial business and my residential renters, thus two off of highway 116 and two off of Bloomfield, one for each commercial establishment. Your response on this would be most helpful and any insight you can give me on either one or both would be much appreciated. | Outlets from Highway 116 can be saved by constructing a retaining wall along the existing R/W. This project will not have any impact on the Bloomfield Rd. outlets. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Lev | Ben | | benlev2 @yahoo.com | Sebas-topol | | I'm writing to express my concern about the rebuilding of hwy 116 from Cotati to Sebastopol. I understand there are currently no bicycle lanes in the plan. Please please include them. This is very important to me personally, because it's such a dangerous stretch to ride on, perilous, at times, for lack of a safe lane. Even better would be a designated lane where motorists would have to stay out. Please consider safety first: this dangerous corridor has been the site of fatal accidents with pedestrians and cyclists. Please re-designate this project as Safety Project, for very important reasons. | Please See "Safety Response", page 68. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Likins | Bob and Susannah | | 6800 and 6868 Gravenstein Highway | Cotati | 94931 | We would like to invite CalTrans engineers and right-of-way staff to visit our property and discuss with us alternatives to the expanded right of way illustrated on the preliminary design plans that were availble to us tonight (11-27-2007). We would like to see what could be done to move the right away back to its current location by the use of guard rails and retaining walls/boulders to hold the soil while making the new roadway safe for all while preserving our property.<br>Please note that we have just last December completed our new home not far from the highway and near the expanded right of way. We have a berm along the highway with trees on it that we have planted and inside the berm we have inbstalled a two inch water line to provide for irrigation and watering needs on our property. We hope to work with Caltrans for a solution along our property that works for the highway and for us at the same time. Please contact me in the near future. | Your property is within the project area and while your property or a portion thereof may be required for the project, at this time the Department is still evaluating various alternatives concerning the Right of Way requirements.<br><br>f your property or portion thereof is required for the approved final design alignment, a Right of Way Agent will contact you and explain in detail the land acquisition procedure and your rights concerning this process. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| Lilien-thal | Joe | | 317 Tenth St. | Santa Rosa | 95401 | Please install bike lanes on Hwy. 116 between Cotati and Sebastopol in accordance with the Sonoma County Bicycle and Pedestrian Plan and Cal Trans Deputy Directive 64. | The Sonoma County Bike Plan draft has not yet been reviewed by the State. We are requesting Sonoma County to provide us an opportunity to review and comment on the document. Please see "Bike Lane Response", page 67. |
| Marinsik | Nancy | | NANCYVM20 @aol.com | Petaluma | | I'm asking that you please consider adding Bike Lanes to the "Rehabilitation Project"" of Hwy. 116 from Sebastopol to Cotati, Calif. | Please see "Bike Lane Response", page 67. |
| Marinsik | Nancy | | NANCYVM20 @aol.com | Petaluma | | I'm also requesting that you rename the project to "Safety Project"" so that the Bike Lanes can be added in a faster manner.<br>I have ridden that stretch of Hwy. and I highly recommend for safety reasons, that Bike Lanes be added. It is currently an unsafe area for cyclists. | Please See "Safety Response", page 68. |
| Marley | Judith G. | Sonoma County Bicycle Coalition | PO Box 3088 | Santa Rosa | 95404 | Please, please add Class II bike lanes on Hwy 116 between Sebastopol and Rohnert Park. | Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| McAd-ams | Ken and Laurie | | 1382 Gra-venstein Highway S | Sebas-topol | 95427 | We would like to see a left hand turn lane in front of our property. With the mini mart, drive-in, and 2 retail stores in back there is a lot of traffic in + out. There has been numerous accidents on our dangerous curve and deep ditch. | The State does not construct left turn lanes for private driveways. Property owners may construct left turn lanes through encroachment permit with the Department of Transportation. |
| McNair | Alice | Smiling Sun Farms | 4950 Gra-venstein Hwy South | Sebas-topol | 95472 | Flooding and Drainage: In the past 13 yrs, on some yrs. the rain run off from across the road -- Carinelli's Dairy -- has poured over the road + onto our property. Culverts aren't cleaned out (one under their driveway is buried!) Please address this before your begin on the road! Thanx for response! The east side of 116 used to have drainage ditch. Where is it? | The existing pipe will be replaced as part of the project. The side ditches collecting flow and delivering it to this cross culvert will be regraded . |
| McNair | Alice | Smiling Sun Farms | 4950 Gra-venstein Hwy South | Sebas-topol | 95472 | What is happening to trees #'s 871 to 881? | Your property, with frontage along SR 116, *(continued below)* |
| APN #062-220-006) (reference Layout Sheet L-17/ Tree Survey Map 12) shows Trees numbered 871 through 881. The existing trees lie within the proposed State right of way line and many of them are within or near the limit of grading line, or catch-line, for the proposed project. Existing trees within the grading limit line will likely be removed; some may be able to be preserved. Once the proposed project is programmed, during the right of way acquisition phase and the design phase of the project, property owners are encouraged to contact Caltrans to discuss how impacts to property can be minimized. Measures can include adjustment of proposed right of way limits, adjustment of proposed grading limits, and measures to protect existing vegetation and fencing. The Visual Impact Assessment Technical Report recommends that, wherever feasible, slope lines be adjusted to avoid the removal of specimen trees; it recommends that trimming of identified trees be limited to the minimum required in order to provide a clear work area. | | | | | | | |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| McNair | Martha White and Alice | | 4950 Gravenstein Hwy South | Sebastopol | 95472 | Please review recent accidents in the Hwy 116 and Llano rd area. There have been at least 3 in the past 3 weeks! Where we live, between Daywalt and Woodworth, there have been several severe accidents-in the last year....complete with severe injuries. There needs to be a signal, or stop sign on 116 and Llano to slow people down. | As an interim improvement, we will install street name with arrow signs on the highway in both directions, to inform drivers of the intersection ahead. Regarding drivers speeding, we recommend you contact the California Highway Patrol and request periodic enforcement of the posted speed limit through the area. |
| McNair | Martha White and Alice | | 4950 Gravenstein Hwy South | Sebastopol | 95472 | Please lower the speed limit on hwy 116. | The speed limit cannot be set (or lowered) arbitrarily. California Vehicle Code Section 22354 states that the Department of Transportation must use an Engineering and Traffic Survey as the basis for establishing the speed limit on any portion of state highway. Normally, speed limits must be established at or near the 85th percentile of the prevailing speed of existing traffic. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| McNair | Martha White and Alice | | 4950 Gravenstein Hwy South | Sebastopol | 95472 | We are concerned about the flooding potential in our area. we live downhill and across the hwy from Dominic Carinelli's Dairy. the water already pours onto our land. We asked them to please do somehintg about their water, cow runoff, etc as it flooded us, and flowed into the "un named creek"" which runs along the back of our property. (to the Laguna) Several years ago they put in a bunch of drainage pipes in the ground (I took photos) and aimed the ONE at the end directly at our fence and toward a clogged drainage which runs under the road. I am concerned about future flooding as the drainage flow has been diverted! | See above response, McNair, page 89. The landowners may wish to consult with the Regional Water Quality Control Board about diary runoff. |
| Mola | Darlene and Monte | | 5034 Turner Rd. | Sebastopol | 95472 | The corner of Hessel and 116 is very dangerous. We need a stop light. We have many close calls because of heavy traffic. How many deaths do we have to have to qualify for a light? (Hessel at the Beacon (Valero) gas corner.) | The project includes signalization at the State Route 116/Mount Vernon/Hessel Road intersection. We tried to advance the signalization of the intersection as a separate safety project, however safety projects are based on accident history. The intersection has a lower than statewide average accident rate, and therefore does not qualify as a safety project. Please See "Safety Response", page 68. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Mount | Marge | | 2235 Graven-stein Hwy S | Sebas-topol | 95472 | 116 running in front for the Flea Market has a proposal of cutting the entrance and exit to Absolute Statues so that my driveway cuts into one of the entrances -- caus-ing potential collitions [sic] to cars trying to use the drive-way to the private homes behind Abso-lute Statues.I live on Gravenstein Highway S. across from the Flea Mareket ,next to Absolute Statutues. I share a driveway with one of the entrance /exits of Absolute Statutes parking space in front of their busi-ness. My concern is that with the sharing of their entrance/exit space the possiblility of colition becomes greater as the driveway - entrance -exit receedes. Even now the busy traffic of Absolute Statutes creates hazzards to going in and coming out of my drive-way. Solution - make the entrance/exit to absolute Statue separate from the private driveway on the west side of their business." | The highway will be widened on the south side of the highway, along the flea market property. Minor wid-ening is proposed on the north side to provide a standard shoulder. The work will not affect the configuration of the Absolute Statues driveways. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Munsch | Pat | | 695 Sparkes Road | Sebas-topol | 95472 | Caltrans Deputy Directive 64 states that bicyclist's needs must be addressed in "all planning and project development activities"" and there are no bike lanes in the current project. Intersections are the most dangerous sections of roadway and bicycle lanes are needed to accommodate all of the roadway users. Right turn pockets, of which there are several in the project, are particularly dangerous for bicyclists and shoulders do not adequately address this danger, therefore bike lanes are needed in this project." | Please see "Bike Lane Response", page 67. |
| Munsch | Pat | | 695 Sparkes Road | Sebas-topol | 95472 | It is more cost effective to include bike lanes during the design process than it is to add them later. Also, the updated Sonoma County Bicycle and Pedestrian Plan now designates this route to include Class II bike lanes. | Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Munsch | Pat | | 695 Sparkes Road | Sebas-topol | 95472 | I've live on Sparkes Road for almost eight years during which there have been at least six fatalities between the Sebastopol City southern border and Sparkes/Industrial Road intersection. During 2007 there was also a pedestrian killed by a motorist near Stony Point Road in late May or early June, another was injured in late September and a cyclist was critically injured in late November. Due to all the fatalities and injuries on this section of roadway, please reclassify the project as a Safety Project" rather than a Rehabilitation Project. | Please See "Safety Response", page 68. |
| Munsch | Pat | | 695 Sparkes Road | Sebas-topol | 95472 | There are two new traffic signals planned for the roadway. Please consider using roundabouts instead of traffic signals at those intersections to eliminate the perpetual use of electricity to power the signals and to comply with AB 32. | There is significant development at the intersections and along the approaches to the intersections. A roundabout is not a viable alternative due to right of way impacts to these surrounding properties. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| New-man | Ruth | Gold Ridge Fire District | 625 Snow Rd. | Sebas-topol | | Thank you for the turn lane at Hwy.116 and Llano Road. We have so many accidents at that intere-section. Many going south on 116 wating to turn onto Llano are rear ended. Please consider a flashing light at this intersection also. Even a sign with a flashing light along the road before the intersection would be helpful. People go above the speed limit on this stretch. | Flashing lights are warnings to motorist of unusual roadway condi-tions and is not appropriate for this location. As an interim improve-ment, we will install street name with arrow signs on the highway in both directions, to inform drivers of the intersection ahead. Regarding drivers speeding, we recommend you contact the California Highway Patrol and request periodic en-forcement of the posted speed limit through the area. |
| New-man | Ruth | Gold Ridge Fire District | | | | I am especially happy about the left turn lane and stop-light on Hessel Road and HWY 116 and the left turn lane from 116 onto Llano Road. We re-spond to so many accidents at this intersection. Hwy 116 is one lane. People turning left onto Llano Road have to stop in that lane. Many people travel very fast on Hwy 116. The road curves before this inter-section and you cannot see far ahead. Could you please consider also putting a flashing light at this intersection to help slow down traffic?" | Flashing lights are warnings to motorist of unusual roadway condi-tions and is not appropriate for this location. As an interim improve-ment, we will install street name with arrow signs on the highway in both directions, to inform drivers of the intersection ahead. Regarding drivers speeding, we recommend you contact the California Highway Patrol and request periodic en-forcement of the posted speed limit through the area. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| North III | Harry S. | Creative Environments | 1550 Gravenstein Hwy S | Sebastopol | 95472 | Please exend turn lane from Sparks South towards new proposed box culvert. | The length of the left turn lane is based on existing traffic volumes and includes the distance required for median deceleration of the left-turning vehicle plus the vehicle storage. |
| North III | Harry S. | Creative Environments | 1550 Gravenstein Hwy S | Sebastopol | 95472 | Property floods with Regularity due to Back up of Creek. 3) Culvert and Tressel area - MAIN bottle-neck. | Caltrans is proposing to replace the single 10' x 6' RCB crossing the highway with a double 10' x 6' RCB. We are also proposing to remove the railroad trestle immediately downstream of the crossing. Harry lives adjacent to Jersey Creek. Both of these improvements would reduce the extent of backwater onto this property. |
| Powell | Martin | | 2113 Alejandro Dr. | Santa Rosa | 95405 | It took us years to get some cooperation from the state to get a shoulder on Old Redwood Highway. There is NO excuse not to do the same on 116. | The project includes standard 8-foot paved shoulders on State Route (SR) 116. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Riddell | Candy | | 4660 Hessel Rd. | Sebastopol | 95472 | As a long time resident (25 years) of the Hessel area and a former bicycle rider, I am sorry to hear that your upcoming plans to improve the roadway between Sebastopol and Cotati do not include a bike lane on the scary portion of Hwy. 116, between Hessel and Stony Point. For years, each time I rode that part of the highway I had to put my fate into the hands of the strangers whizzing around me at 50+ miles per hour, as there is no shoulder or designated area for a bike to safely travel. Now that you have a chance to make this a safer area, and bicycle friendly, how can it be that you are not considering adding, and clearly marking, a designated bicycle riding lane? This is very upsetting news and hopefully you can change the course of this backwards-thinking rehab plan for Hwy. 116. Share the road! | Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Roberts | Dale | | 459 Ragle Road | Sebas-topol | 95472 | Regarding the subject Negative Declaration/EA, while highway shoulders can be useful, a designated Class II bike lane could be implemented for the same cost and have much greater value for the public. Note that the updated Sonoma County Bicycle and Pedestrian Plan now designates this route to include Class II bike lanes. Also note the following: -Intersections are the most dangerous section of roads and bike lanes are necessary to accomodate all users. -Caltrans Deputy Directive 64 stipulates that bicyclists must be considered in all planning and project development activities. -In 2007 alone a pedestrian was killed by a car on June 1, 2007, another was injured on September 23, 2007 and a cyclists was critically injured on November 22, 2007. | Please see "Bike Lane Response", page 67.Please See "Safety Response", page 68. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Sanders | Nick | West County Cycle Service | nick @westcoun-tycycleser-vice.com | | | I am a Sonoma County cyclist and driver and have biked and driven all over the county. In my opinion, the 116 corridor between Sebastopol and Cotati is the most dangerous road in the county for cyclists, yet provides the only viable route between these points. In particular, the hill just N of Stony Point Road where 116 briefly goes to four lanes, is truly inaccessible to cyclists or pedestrians in terms of safety. If nothing else, this section should revert to no passing two lane like the rest of 116, and the shoulders set up for biker peds.<br>Please consider raising the status of this work to ”Safety”” before someone gets hurt or worse! | Please see “Bike Lane Response”, page 67. Please See “Safety Response”, page 68. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Saxe | Gary | | 7521 Belle View Av. | Sebas-topol | 95472 | I would like you to consider the improvment of Hwy 116 south of Sebastopol as a safety issue. I recently came upon an accident at Llano Rd. and 116 that would not have occured if there were turning lanes for the person turning accross traffic at that intersection. The intersections of Hessel Rd. and Lone Pine at hwy 116 are also a source of problems. Please put this project on the fast track so that accidents can be prevented. | The project includes a left turn channelization at Llano Road intersection, and signalization and a center two-way left turn lane between the Mount Vernon/Lone Pine Roads and Lone Pine/Hessel Roads intersections. We have looked into advancing the improvements at these intersections in separate safety projects. However, due to the right of way and environmental mitigation costs, the projects do not qualify as safety projects. As an interim improvement at the Llano Road intersection, we will install street name with arrow signs to inform drivers of the intersection ahead. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Schoch | Paul L. | | 335 Sparkes Rd. | Sebas-topol | 95472 | I would like to recommend that the Rehabilitation project planned for SH116 between Sebastopol, and Cotati in Sonoma County be reclas-sified to a ”Safety Project””. I live on Sparkes Road and the intersection at 116 is dangerous as is the nar-row highway. An increased width to provide for bike lanes would be helpful. There have been fatalities and property damage accidents at this intersection. | Please See “Safety Response”, page 68. |
| Schoch | Paul L. | | 335 Sparkes Rd. | Sebas-topol | 95472 | An increased width to provide for bike lanes would be helpful. There have been fatalities and property damage accidents at this intersec-tion. | Standard 8’ shoulders are planned throughout the project area. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Simon | Doug | | 1831 Rianna St. | Santa Rosa | 95401 | PLEASE DO IT RIGHT THE FIRST TIME! THIS ROUTE NEEDS A DEDICATED BIKE LANE THE WHOLE WAY. FOR THE SAFETY OF CYCLIST AND PEDESTRIANS, AND FOR THE BEST USE OF OUR TAX DOLLARS BUILT IT WITH WIDE BIKE LANES THE WHOLE WAY. PLEASE DO NOT LEAVE HAZARDOUS NARROW SECTIONS -- IN THE BIKE LANE. WHERE ILL THE CYCLIST RIDE IN THESE SECTIONS - CONSIDER THE SPEED LIMIT, DO YOU WANT A CYCLIST SHARING THE LANE? SPEND THE MONEY NOW TO DO IT CORRECTLY. | Please see "Bike Lane Response", page 67. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Skinner | Geoffrey | | 7231 Strout St. | Sebastopol | 95472 | Tree removal: The number of trees that will be removed either directly or in the course of trimming/construction is large and basically no mitigation is offered since none of the trees are special species status. Even though CalTrans is not obligated to follow the Sonoma County Zoning Ordinance Article 67, I urge CalTrans to adhere to the spirit of this ordinance and mitigate for the loss of Valley Oaks at the very least. This could be accomplished by purchasing additional right-of-way slivers or through planting elsewhere. Even if the eastern shoulder of the segment between Llano and Stony Point roads is intended to be clear for the vista at the hilltop, surely some area on the western shoulder would be appropriate for oak planting since this entire area was historically oak woodland rather than open grassland. | The area in the immediate vicinity of the project has been altered and fragmented by local land use practices such that the oak trees proposed for removal do not provide the high-quality habitat or ecosystem functionality of an intact oak woodland, so the effects of their removal are minimal. Nevertheless, Caltrans will avoid and minimize the effects related to the removal of trees to the greatest extent feasible as allowed by considerations of safety, impacts on the local community of land aquisition, and of project funding. Caltrans will replant oak trees following the completion of construction per the guidelines of California Senate Resolution 17, which requests State agencies to preserve and protect native oak woodlands to the maximum extent feasible or provide replacement plantings where designated oak species are removed from oak *(continued below)* |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
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| woodlands. For reasons of safety, trees cannot be planted within 20' from the edge of the travelled way, so aquisition of additional land for trees would require substantial expansion of Caltrans's right-of-way. Caltrans has already reduced the project footprint to minimize effects on special-status species habitats. These include that of the California Tiger Salamander (CTS), which is found in the location the commenter suggests, and which would require additional mitigation for CTS if used for woodland plantings. Riparian restoration will take place at the culvert replacement locations on Jeresy Creek and the un-named tributary though a Streambed Alteration Agreement with the California Department of Fish and Game, and for impacts to CCC DPS steelhead habitat. | | | | | | | |
| Skinner | Geoffrey | | 7231 Strout St. | Sebastopol | 95472 | Culvert removal/replacement: I urge CalTrans to consider clear-span crossings at Jersey Creek and the unnamed drainage at Llano Rd. to mitigate for the loss of open-water at the three crossing even if Jersey Creek and the unnamed drainage have not been identified as critical CTS or other special status species habitat. | The culverts at Jersey Creek and the Un-named tributary at Llano Rd are being replaced in an appropriate manner that will, to the extent practicable, measurably improve existing habitat and hydraulic conditions for migrating juvenile and adult CCC DPS steelhead. At Jersey Creek, the proposed work will even reduce the amount of fill in the channel. In addtion, to ensure no net loss of habitat functions and values, Caltrans will compensate for waters of the United States that are filled or disturbed as part of the proposed project through a combination of onsite restoration/creation, off-site restoration, or purchase of mitigation credits |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Skinner | Geof-frey | | 7231 Strout St. | Sebas-topol | 95472 | Commercial building removal at Lone Pine/Mt Vernon Rd. intersection. Perhaps there is no way to improve this intersection without removing the commercial buildings on the northwest corner and they since they do not have any historic significance, do not warrant special treatment, but they do play a large role in defining the hamlet of Cunningham Corners (aka Cadwell). I urge CalTrans to consider alternatives that would preserve these buildings. The auto shop has much less significance for the community character. | At Lone Pine and Mount Vernon intersection, no buildings is being impacted in the north-west corner. The line with crosses is a right of way line, and the other solid block line is an environmental impact limit line. However in the west-south and east-south corners, some buildings will be removed. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Spig-arelli | Cynthia | | cstar3 @sonic.net | | | Please consider reclassifying the highway 116 rehabilitation project to a safety project in order to better ensure funding and to include bicycle lanes. I live in Sebastopol and use my bike to commute to work 2-3 days per week (in Santa Rosa). I consider 116 as too dangerous to ride. When I drive on 116, I often see bicycles trying to stay out of harms way. Unfortunately, they are not always successful.<br>I believe that we need to make it a priority to provide bike lanes on this highway. It is the most direct route to Cotati. All other routes takes you miles out of the way and over hills that not everyone can negotiate. Providing a place for bikes also helps lessen the tension between bikes and cars trying to share the roads. By commuting to work and shopping with my bike 2-3 days per week, I am able to fill my tank half as often, reducing my pollution contribution considerably. We need to encourage more people to do this and the best way I can think of is by making it safe for them to do so. | Please see “Bike Lane Response”, page 67. Please See “Safety Response”, page 68. |

| Last Name | First Name | Organization | Address | City | ZIP | Comments | CT RESPONSE |
|---|---|---|---|---|---|---|---|
| Strain | Stephen and Karen | | 431 Oak Point Court | Santa Rosa | | We are bicycle riders in the Santa Rosa area who frequently rides on Highway 116. We understand that the Rehibilitation Project for Highway 116 from Sebastopol to Cotati does not include BIKE LANES. Safety is our greatest concern when biking and this important road needs to have BIKE LANES. We strongly urge you and the Department of Transportation to reclassify this project as a "Safety Project"" instead of a "Rehabilitation Project"" and include BIKE LANES in the project. | Please see "Bike Lane Response", page 67. Please See "Safety Response", page 68. |
| Teller | M. "Micycle" | | 3979 Azalea Ave | Sebastopol | 95472 | I commute by bicycle on Hwy 116, between Cotati and Sebastopol. I am also a cycling advocate, club member and industry professional. Bike Lanes are needed to encourage others to ride and to make drivers aware that we do also use this roadway. Please add bikelanes. | Please see "Bike Lane Response", page 67. |
| Thompson | Quinn | | PO Box 2578 | Sebastopol | 95473 | I would like to see bike lanes included in the State Route 116 roadway rehabilitation between Sebastopol and Cotati. | Please see "Bike Lane Response", page 67. |

STATE OF CALIFORNIA — Arnold Schwarzenegger, *Governor*

**NATIVE AMERICAN HERITAGE COMMISSION**
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

November 29, 2007

Oliver Iberien
California Dept. of TRansporation District 4
P.O. Box 23660
Oakland, CA 94623

RE: SCH# 2007112044 Son-116 Sebastopol-Cotati Roadway Rehabilitation; Sonoma County.

Dear Mr. Iberien:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine: 1-1
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. 1-2
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for: 1-3
  - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence. 1-4
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Program Analyst

CC: State Clearinghouse

Native American Contacts
Sonoma County
November 28, 2007

The Federated Indians of Graton Rancheria
Gene Buvelot
6400 Redwood Drive, Ste 300 — Coast Miwok
Rohnert Park , CA 94928 — Southern Pomo
coastmiwok@aol.com
(415) 883-9215 Home

Dawn S. Getchell
P.O. Box 53 — Coast Miwok
Jenner , CA 95450 — Pomo
(707) 865-2248

Ya-Ka-Ama
6215 Eastside Road — Pomo
Forestville , CA 95436 — Coast Miwok
yakaama.indian.ed@att.net — Wappo
(707) 887-1541

The Federated Indians of Graton Rancheria
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813 Lamont Ave — Coast Miwok
Novato , CA 94945 — Southern Pomo
miwokone@yahoo.com
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The Federated Indians of Graton Rancheria
Greg Sarris, Chairperson
6400 Redwood Drive, Ste 300 — Coast Miwok
Rohnert Park , CA 94928 — Southern Pomo
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707-566-2288
707-566-2291 - fax

Kathleen Smith
1778 Sunnyvale Avenue — Pomo
Walnut Creek , CA 94596 — Coast Miwok
(925) 938-6323

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007112044 SON-116 Sebastopol-Cotati Roadway REhabilitation; Sonoma County.**

Flex your POWER

State of California
Department of Fish and Game

**Memorandum**

Date: December 12, 2007

To: Ms. Melanie Brent
California Department of Transportation
Post Office Box 23660
Oakland, CA 94623-0660
Fax: (510) 286-5600

From: Charles Armor, Regional Manager
Department of Fish and Game, Bay Delta Region
Post Office Box 47, Yountville, CA 94599

Subject: SON-116 Sebastopol-Cotati Roadway Rehabilitation Initial Study and Proposed Negative Declaration/Environmental Assessment, SCH# 2007112044, City of Sebastopol, Sonoma County

The Department of Fish and Game (DFG) has reviewed the Son-116 Sebastopol-Cotati Roadway Rehabilitation Initial Study and Proposed Negative Declaration (ND)/Environmental Assessment (proposed project) proposed by the California Department of Transportation (Caltrans). The proposed project is a roadway rehabilitation that will include restoration of the pavement by overlaying the existing roadway surface with asphalt concrete. As part of this effort, Caltrans also plans to standardize lane and shoulder widths, re-stripe the roadway, standardize intersection connections with adjacent roadways where feasible and establish bus pads for mass transit. As part of the proposed project, some of the existing culverts and creek crossing structures will also be modified.

DFG is providing comments on the proposed project as both responsible and trustee agency. As trustee for the State's fish and wildlife resources, DFG has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of such species. In this capacity, DFG administers the California Endangered Species Act (CESA), the Native Plant Protection Act (NPPA), and other provisions of the Fish and Game Code that affords protection to the State's fish and wildlife public trust resources. As a California Environmental Quality Act (CEQA) responsible agency, DFG will review the notification for a Streambed Alteration Agreement (SAA) for the proposed project.

*Page 52 Section 3.4.3.1.5, paragraph 4.*

The draft ND states that Caltrans will purchase up to 8.12 acres of California tiger salamander (CTS) (*Ambystoma californiense*) habitat at an approved mitigation for potential adverse impacts on CTS within 1.3 miles from a known breeding site. The draft ND further states that in areas located more than 1.3 miles from a known breeding site, but within areas the Santa Rosa Plains Conservation Strategy designates as "Potential for Presence of CTS," Caltrans proposes to purchase 0.28-acre from an approved bank. DFG recommends that Caltrans consult with the U. S. Fish and Wildlife Service (USFWS) to determine adequate mitigation to offset impacts to CTS habitat. 4-1

*Page 55, Section 3.4.3.4.2, paragraph 5.*

The draft ND states that no suitable habitat exists for Sebastopol meadowfoam (*Limnanthes vinculans*). DFG staff has observed presence of Sebastopol meadowfoam in drainages in the vicinity of the project area. Consequently, we are concerned about the adequacy of the botanical surveys that were conducted in 2005 and 2006. DFG requests that Caltrans allow the USFWS and DFG staffs to review the methods, results and conclusions of the 2005 and 2006 botanical surveys. 4-2

*Page 56 Section 3.4.3.4.2.*

DFG is concerned that the botanical survey that was conducted in 2005 is inadequate for CEQA. The draft ND states that some parcels were inaccessible during the 2005 botanical surveys. Consequently, we are concerned that the 2005 botanical survey produces a false negative conclusion. It is the opinion of DFG, that the survey results do not meet the criteria of CEQA since the results do not adequately provide an accurate and complete description of the existing biological conditions in and around the project site as required by PCR 15063(d), 15125 (a). Compliance with CEQA is predicted on a complete and accurate description for the environmental setting that may be affected by the proposed project. Without a complete and accurate description of the existing physical conditions in and around the project site, the draft ND provides an incomplete and inaccurate analysis of project-related environmental impacts. 4-3

*General Comments*

The draft ND identifies several species that are listed as endangered under the CESA. These species include California freshwater shrimp (*Syncaris pacifica*), Burke's goldfields (*Lasthenia burkei*), Sonoma sunshine (*Blennosperma bakeri*), Sebastopol meadowfoam, and many-flowered navarretia (*Navarretia leucocephala* ssp. *Plieantha*). Please be advised that a

CESA Permit must be obtained if the project has the potential to result in take of species of plants or animals listed under CESA, either during construction or over the life of the project. DFG recommends that Caltrans initiate consultation with DFG and USFWS to determine if the proposed project will result in take of listed species. If the proposed project will impact CESA listed species, early consultation is encouraged, as significant modification to the project and mitigation measures may be required in order to obtain a CESA permit.

Thank you for considering our comments. If you have any questions or wish to initiate consultation with DFG, please contact Mr. Dan Wilson, Environmental Scientist, at (707) 944-5534 or Mr. Richard Fitzgerald, Coastal Habitat Conservation Supervisor, at (707) 944-5568.

cc: State Clearinghouse

# City of Sebastopol

CITY HALL
P.O. BOX 1776
SEBASTOPOL ,CA 95473
(707) 823-1153
(707) 823-1135 FAX
sebchall@sonic.net
www.ci.sebastopol.ca.us




December 5, 2007

Ms. Melanie Brent
Caltrans District 4
Office of Environmental Analysis
P. O. Box 23600
Oakland, CA 94623-0660

Re: Initial Study with Proposed Negative Declaration/Environmental Assessment
SON-116 Roadway Rehabilitation, Sonoma County, California

Dear Ms. Brent:

Thank you for the opportunity to comment on the above environmental document for this project. This is a very important project for Sebastopol residents and our neighbors in western Sonoma County who travel the Highway 116 corridor frequently. It is encouraging to see the project continuing to move forward.

The City's comments are not specifically directed to the information contained in the ED, but rather to do with the scope of the project. These comments are consistent with past correspondence and our Staff's comments in various meetings with Caltrans over the past several years:

1. The City has advocated in the past, and is therefore pleased to know that paved shoulders will be included for the full length of the segment, at a minimum width of four feet, to accommodate bicycle travel. Highway 116 between Cotati and Sebastopol is an important link and route in the Countywide Bicycle and Pedestrian Plan currently being prepared in Sonoma County. 6-1

   As part of this work, the City Council requests the inclusion of rumble strips at the lane edges to alert drivers if they inadvertently cross over into the shoulder areas, to enhance safety for bicyclists and pedestrians.

   Finally, in order to promote alternative modes of travel in Sonoma County, the City Council strongly encourages the state to consider construction of a separate, dedicated Class 1 Bike facility for the full length of the highway from Cotati to Sebastopol, similar to that which was constructed along SR 116 from Mill Station Road to Occidental Road, north of Sebastopol. Highway 116 is an important regional bike route included in the Cities and County's Bicycle Plans. 6-2

2. We also very much appreciate the State's expanding of the scope of the project to include the 1/8 mile segment between Elphick Road and our southern City limits at Cooper Road, so that the 6-3

corridor connecting Cotati and Sebastopol will be improved for its full length.

3. Since detailed project maps were not distributed with the ED, we are unable to determine whether safety improvements are planned at the intersections of Sparkes and Elphick Roads; these intersections are very dangerous in their current configurations, and the City urges the state to include safety improvements at both intersections. The City will continue to refer correspondence received from local residents requesting safety enhancements at Sparkes and Elphick Roads to Caltrans, as we have done in the past. 7-1

4. Our staff had understood from prior meetings with the design team that a left-turn pocket would be included as a safety feature at the curve fronting the Sequoia Market and Drive-in, and that the State would be looking at the possibility of achieving some kind of access control from the Sequoia property. A fairly recent traffic fatality at this location highlights the need for close scrutiny at this location. Lacking detailed project plans, we are unable to determine whether this is included in the project. 7-2

Again thank you for the opportunity to comment on this document. The City urges Caltrans to expedite this project to construction by whatever means are available.

Sincerely,

Craig Litwin, Mayor

Cc: City Council
City Manager
Chief of Police
Sonoma County Transportation Authority

# City of Cotati
Sonoma County, California

December 11, 2007

Ms. Melanie Brent
Caltrans District 4
Office of Environmental Analysis
P.O. Box 23600
Oakland, CA 94623-06660

**Re.: SON-116 Roadway Rehabilitation Initial Study with Proposed Negative Declaration/Environmental Assessment**

Dear Ms. Brent:

The City of Cotati appreciates the opportunity to review and comment on the environmental document for the proposed project to improve State Route 116 between Sebastopol and Cotati in Sonoma County, California. It is our understanding that the prepared environmental documentation is intended to address both federal and state environmental requirements. The distributed document for review asserts that the proposed project will not have any significant environmental impacts in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The City of Cotati staff has reviewed the referenced *SON-116 Roadway Rehabilitation Initial Study with Proposed Negative Declaration/Environmental Assessment* prepared by Caltrans, dated November 2007, and has the following comments:

Section 1.4.2.3 Right- and Left-Turn Lanes, page 15.

> The previous improvement project for SR 116 proposed one left turn pocket on westbound SR 116 at Madrone Avenue. Is there a need for opposing left turn lane/pocket at this intersection as proposed in this Project since traffic onto Derby Lane is minimal? The City is concerned with the cost of additional right-of-way and environmental impacts needed to add the eastbound SR 116 left turn lane at this intersection. 8-1

Section 2.4.3.1 Bicycle Traffic – Affected Environment

> The last sentence references the minimum bicycle lane width of 4 feet on highways without gutters. Cotati would like to see a minimum lane width of 5 feet along SR 116 where the edge of pavement does not have an adjacent "bench" 8-2

201 West Sierra Avenue, Cotati, CA 94931-4217 • TELEPHONE 707•792•4600 • FAX 707•795•7067

width of at least 2 feet. Perhaps some adjustment to travel lane widths could be considered to achieve this minimum standard for bicycle lane width.

Section 2.5.3.3 Cotati Urbanizing/Light Industrial

The first sentence in the paragraph should refer to "Alder Avenue" and not "Alder Lane."

Section 4.1.3 Avoidance, Minimization and/or Mitigation Measures

Although it does not appear that a City encroachment permit is needed for the project, coordination with City Public Works is important during the construction phase. Most of the businesses and residents affected by the construction will likely call City Hall and not Caltrans for complaints or questions. For this reason, it is recommended that a mitigation measure include a public outreach and communication plan that involves the City of Cotati as a critical stakeholder.

Generally, the City of Cotati would like to comment that the referenced project is considered a very high priority to this community in terms of providing needed safety to the described Highway 116 corridor and providing an improved and safer bicycle connection linking the communities of Cotati, Sebastopol and Rohnert Park. We strongly support minimum, five (5) foot wide Class 2 bike lanes for this segment. Should you have any questions regarding these comments, please do not hesitate to contact Director of Planning David Woltering or Senior Planner Marsha Sue Lustig at 707/665-3638.

Thank you.

Sincerely,

David Woltering

David Woltering, AICP
Director of Planning
City of Cotati

cc: Dianne Thompson, City Manager
Toni Bertolero, City Engineer
Marsha Sue Lustig, Senior Planner

Y:\PLANNING\Caltrans\Comment Letter Re. SON-116 Roadway Rehabilitation Environmental Doc. 12.11.07.doc

November 30, 2007

Dear Caltrans:

My concerns are over the safety of highway 116, especially in the area between Elphick and Sparkes Road. In the seven years that I have lived on Sparkes Road, I have been aware of the following accidents: 10-1

1. Bicyclist coming off of Sparkes road onto 116. Fatal!

2. Drunk driver hitting pregnant women with small child. Fatal!

3. Motorcyclist in ditch near Sparkes Rd culvert. Fatal!

4. Street sweeper head-on collision with another vehical. Street sweeper ended up in ditch / culvert by Sequoia Burger – I heard this happen ¼ of a mile away while I was pumping gas.

5. Car in 6 foot ditch North of the curve.

And these are just the ones that I know of. It's horrible! There are terrible drivers! They do not slow for the curve and I frequently witness people cutting across the center line to straighten out the curve: or drivers using the shoulder, northbound, to go around people making left turns on the curve, while bicyclists are there. 10-2

Speaking of cyclists, while I am bicycling South on 116 near the curve I have been nearly run off the road into the ditch, while trying to ride in the 1 foot paved shoulder along there. Sparkes Road's proximity to town is within walking distance for several folks who are retired and want to stay fit, or other people unable drive, or prefer to spare the air and walk or ride bikes. There are even high school students who would perhaps ride bikes to school, if it were safer. All this reduces vehicle wear and tear on the road, and dollars saved. The current shoulder or buffer zone between speeding traffic and pedestrians, is just not safe! 10-3

I live on Sparkes Road. I frequently have to negotiate left turns onto 116 north, with people speeding around the bend. I recommend some form of slowing traffic between Elphick and Sparkes, other than just a posted speed limit, since people are ignoring it anyway. 10-4

Thank you for reviewing this area of concern, for basic safety.

Sincerely, Emilie Munsch

Emilie Munsch

Bob & Susannah Likins
6868 Gravenstein Highway
Cotati, CA 94931

Phone: 707-

November 27, 2007

Re: **Comments on State Route 116 Sebastopol to Cotati Roadway Rehabilitation Project**

V. Heusinkveld, Environmental Analysis
Caltrans MS 8-B
P.O. Box 23660
Oakland, CA 94623

Dear V. Heusinkveld:

This letter contains several comments on Caltrans' recent Open House proposal for the State Route 116 Sebastopol to Cotati Roadway Rehabilitation Project. Thank you for meeting with us to give us the Caltrans progress report on the design of the rehabilitated roadway.

1. Please note our address correction and the following details:
   Sonoma County Parcel Number - - 046-081-019
   Phone: 707-
   Fax: 707-
   Cell phone: 707-
   Old house number, changed: 6924 New number 6800
   Number for new 2nd house: 6868
   Our parcel now contains two houses: 6800 and 6868

2. With this letter we are inviting you to meet with us at our property and review our situation and options for achieving both your objectives and ours. If it is not possible for you to visit our property then we will be glad to visit with you in your offices.

3. We are concerned about the significant expansion of the right-of-way, along our property line, that was illustrated on the plans we saw this evening. We do not wish to sell part of our property to the state for an expansion of its highway right-of-way.

4. It appears to us that the roadway can be built safely within the current right of way along our property line. 11-1

5. The roadway rehabilitation does not involve any increase in the number of lanes along our property as it is now proposed. 12-1

6. The shoulders along the roadway can be improved as was illustrated along our property without expansion of the right-of-way by the use of guardrails and a retaining wall or, even better, boulders to retain the soil. 12-2

7. Additionally, we would like for the rehabilitated roadway to retain as many of the oak trees that now exist along our property as possible. Appendix 2 of your Visual Impact Assessment document lists these trees as #482 through 571. Can you tell us what is happening to these trees? The use of boulders and a guard rail to retain the soil along our property line could nicely allow for the retention of many of these trees and the preservation of the beauty of this stretch of Scenic Highway 116. 12-3

8. We have made numerous improvements to our property along the Highway 116 property line. These include: 12-4

a. A berm along the entire stretch of Highway 116
b. Plantings of trees on that berm and inside of it
c. An irrigation two inch pvc pipe under the ground with hose bibs above ground along the inside of the berm

9. Please note on your maps that we now have a new, additional house and barn/garage on our parcel at the northwest corner of our parcel which is close to Highway 116. This was just completed in December of 2006. This is house 6868 Gravenstein Highway where we now live. 12-5

10. We are very interested in working with Caltrans engineering and right-of-way staff to develop plans that will accommodate a safely rehabilitated Highway 116 roadway within the existing right-of-way along our property line. 12-6

11. Please contact me on 707- ) at your earliest opportunity. I look forward to hearing from you.

Sincerely,

Bob Likins

**JEANETTE L. LEBELL**
**Attorney at Law**
685 Snow Road
Sebastopol, California 95472
Telephone: (707) 824-2856
Facsimile: (707) 824-2857

December 7, 2007

Melanie Brent, Office Chief
Attn: Valerie Heusinkveld
Dept. of Transportation
Office of Environmental Analysis
P.O. Box. 23660
Oakland, CA 94623-0660

Dear Ms. Heusinkveld or To Whom It May Concern:

I am writing to express concern about the safety of State Highway 116 between Sebastopol and Cotati. In the almost twenty years I've lived in Sonoma County, I've lived with three minutes of different stretches of highway corridor. It has long impressed me as a well used but incredibly unsafe stretch of highway.

Too many cars are going too fast with insufficient shoulder for safely negotiating anything out of the ordinary that comes up. The traffic back ups on the weekend with the flea market cause me to avoid wanting to go that way altogether. In the decade I've lived on Snow Road, there have been a number of vehicle fatalities around the Sparkes x 116 intersection, and the truth is that I'm surprised there haven't been more. I try to go out on Baker to Bloomfield which my husband says is less safe. Pathetic choices all the way around! 13-1

My family loves to ride bikes, and it terrifies me to have to try to ride from our house into Sebastopol, or back, along 116. There is insufficient shoulder space and drivers are always wrestling to get around traffic stopped to make a left turn with insufficient turn lanes. 13-2

I hope DOT can make repairs along this stretch of 116 a high priority before more lives are lost or permanently altered because of these known hazards. I urge DOT to reclassify this as Safety Project and do whatever it can to expedite making it a safer road for all those who depend on it. 13-3

Sincerely yours,

Jeanette L. Lebell

BikeSonoma
PROMOTING BICYCLING FOR TRANSPORTATION & RECREATION

SONOMA COUNTY BICYCLE COALITION

December 13, 2007

Melanie Brent, Office Chief
Attention: Valerie Heusinkveld
Dept. of Transportation, Office of Environmental Analysis
P.O. Box 23660
Oakland, CA 94623-0660

Re: SON-116 Roadway Rehabilitation, District 4

PO Box 3088
Santa Rosa CA
95402·3088
707·545·0153
707·573·0147 fax
www.BikeSonoma.org



Dear Ms. Heusinkveld:

The Sonoma County Bicycle Coalition (SCBC) is a membership based organization with over 850 dues paying members. We thank you for this opportunity to voice our concerns regarding this very dangerous corridor.

We are concerned that Roadway Rehabilitation in District 4 SON-116 will not address the serious safety issue of access and mobility for bicyclists and pedestrians. Having inconsistent shoulders widths along this corridor is neglecting the needs of all road users and imperils more lives unnecessarily. 14-1

Let me remind you of Caltrans Deputy Directive 64:

> **The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products.**

Caltrans is not following its own policy on this project and is continuing to endanger many road users. In 2007 alone, a pedestrian was killed by a car on June 1, 2007, another was injured on September 23, 2007 and a cyclists was critically injured by a car on November 22, 2007. Now is the time to follow the desire of Director Will Kempton and make our roads bicycle and pedestrian safe. 14-2

Please explain why bicycles were not included considering the following:

- This route is the only direct route from Sebastopol to Cotati.
- The latest version of the Sonoma County Bike Plan will list this as a Class II bikeway.
- It is the desire of Sonoma County to make our roads safe for all users.

For safety's sake please include class II bicycle lanes in this plan. We also ask where designated right turn lanes are built please stripe bike lane designations to the left of the right turn lane. 14-3

Because this corridor has a long history of violent crashes we ask that request that this project be reclassified from a Rehabilitation Project to a Safety Project. 14-4

Thank you again for this opportunity to address these concerns. We look forward to helping Caltrans transform Sonoma County into a bicycle friendly area.

Sincerely,

Christine Culver
Executive Director

December 11, 2007

4409 Lichau Road
Penngrove CA 94951

Melanie Brent, Office Chief
Dept. of Transportation,
Office of Environmental Analysis
P.O. Box 23660
Oakland, CA 94623-0660

Dear Ms. Brent:

I have resided in Sonoma County for 35 years and I have been cycling here for as many years. I have been informed by my local cycling club that Caltrans is planning to rehabilitate part of Highway 116, and that no bike lanes are planned for that area. I cycle that part of Highway 116 on a regular basis, as do many other recreational cyclists as well as cyclists who commute to Sonoma State University and the surrounding areas. 15-1

I urge you to consider adding bike lanes to the project and for it to be reclassified as a "Safety Project." There have been several fatalities on the Highway in the recent past, the last one in May 2007 when a pedestrian was killed near Stony Point Road. The number of cyclists is increasing each year, as people use bikes for exercise, sport and to decrease the use of their automobiles. 15-2

Thank you for your consideration of my concerns.

Sincerely,

Judy Shubin

1.1 "A thorough records search was conducted at the Northwest Information Center by Sonoma State University and Caltrans Professionally Qualified Staff (PQS). All publications and field reports will be deposited with the Center upon completion.

1.2 An Archaeological Survey Report (ASR) has been prepared by Sonoma State University and an addendum ASR has been prepared by Caltrans PQS

1.3 The NHAC has been contacted regarding the presence of Sacred Lands in the Project area and for a list of Native American contacts as early as 2001 and a second time in 2005. The NAHC response stated that their search failed to indicate the presence of Native American cultural resources in the immediate project area.

1.4 Subsurface testing and mitigation procedures have been initiated under contract to Far Western Anthropological Research Group. State Historic Preservation Office Concurrence to the proposed mitigation measures has been received. The field work has not been started as yet.

4.1 A Biological Assessement addressing the California Tiger Salamander, among other species, was submitted to the Fish and Wildlife Service in summer 2007. Mitigation will be discussed during the consultation process.

4.2 The draft ND states that "There are no documented records of the preceding plant species from any of the parcels within the project area or from any parcels immediately adjacent to those of the project area." This should be changed to read "There are no documented records of the preceding plant species from any of the parcels within the project impact area." The nearest known location is near the intersection of Hessel Road and SR-116, this parcel is outside of the area anticipated to be impacted by the project. The parcel with the known population is adjacent to a parcel that is being impacted by the project. There is not suitable habitat on the parcel within the impact area. This adjacent population was used as a reference site for the surveys. The Special-Status Plant Surveys Report was submitted as an appendix to the Biological Assessment to the FWS in summer 2007. Caltrans biology staff also met with the USFWS to discuss the survey methodology on November 2, 2006, and the USFWS was provided with a draft of the Plant Surveys Report at that time. These reports can be made available for review by CDFG staff review as well.

4.3 There is one parcel where currently suitable habitat is present, where access was not allowed in 2005. On this parcel presence of the species was inferred for impacts assessments to avoid a false negative conclusion. Another year of protocol surveys was conducted in 2007, to provide two years of surveys for the parcel where access was not allowed in 2005. All parcels with suitable habitat were re-surveyed in 2007, so three years of protocol surveys were conducted on some parcels. In addition, this is a narrow linear project, extending 0 to approximately 50 feet from the existing Right of Way, therefore the project impact area was almost entirely readily observed from the Right of Way for the habitat assessment and survey even when access was not allowed. There were no special status plant species found on any parcel.

6.1 Yes, the shoulder rumble strip would be provided during design.

6.2 A shoulder rumble strip will be installed to provide and audible and tactile alert to drivers than may drift inadvertently over the shoulder stripe. There is insufficient right of way and no funding available in the project to provide a Class I bike lane along the highway between Cotati and Sebastopol. The additional widening that would be required to provide a separate bike facility will have significant impacts to the properties along the highway and the environment.

6.3 Noted.

7.1 Based on current data, no safety improvements are needed at the intersection of Sparkes and Elphick.

7.2 Caltrans has reviewed plans for the proposed development at the Sequoia property. The inclusion of all required safety improvements is a condition of approval.

8.1 When left turn channelization is proposed at a four-leg intersection, it is a standard design requirement to install the left turn lanes in both directions (Highway Design Manual, Figures 405.2A and 405.2C). This design provides optimum operations and safety for the intersection. The left turn lane will be designed according to the demands of the left turn movements.

8.2 Please see "Bike Lane Response", p. 67.

10.1 This project includes standard shoulder widening within the project limits. Wider shoulders provide more space for emergency stopping for vehicles. The proposed 8-foot paved shoulder will also provide a paved area for bicyclists and pedestrians to use outside the vehicle travel way. The project will install a shoulder rumble strip that will provide an audible and tactile alert to drivers that may drift inadvertently over the shoulder stripe. Please also see 14-1.

10.2 Please see 10-1.

10.3 Please see 10-1

10.4 We recommend that you contact the California Highway Patrol and request periodic enforcement of the posted speed limit.

11.1 No, it cannot be constructed within existing R/W because of design features needed to bring it up to current design standards.

12.1 Yes, there is no increase in carrying capacity.

12.2 This project is currently in the planning stage, but an alternative would be considered during design. Caltrans is committed to minimizing displacements through the use of retaining walls.

12.3 Your property, with frontage along SR 116 (Parcel #046-081-019) (reference Layout Sheet L-24/ Tree Survey Map 16) shows Trees numbered 482 through 571. The existing trees surveyed lie within the proposed State right of way line, and some of them are within or near the limit of grading line for the proposed project. Existing trees within the grading limit line will likely be

removed, but some may be able to be preserved. Once the proposed project is programmed, estimated to occur during FY 2010/11, during the right of way acquisition phase and the design phase of the project, property owners are encouraged to contact Caltrans to discuss how impacts to property can be minimized. Measures can include adjustment of proposed right of way limits, adjustment of proposed grading limits, and requests for measures to preserve and protect existing vegetation. Appendix 2 of the Visual Impact Assessment Technical Report recommends change of proposed design grade adjacent to roadway to 1:2 and placement of guard rail where feasible to allow for retention of trees at this location.

12.4 Noted.

12.5 Noted.

12.6 Noted.

13.1 This project proposes widening to provide 8-foot paved shoulders within the project limits, a median two-way left turn lane between Cooper Road and Old Gravenstein Highway. The project will install a shoulder rumble strip that will provide an audible and tactile alert to drivers that may drift inadvertently over the shoulder stripe.

13.2 Please see 13-1.

13.3 Please see "Safety Response", p. 68.

14.1 This project includes widening for standard shoulders on State Route 116, from Sebastopol to Cotati, except for a 0.5 mile segment at the Stony Point Road intersection. Widening in this area has significant environmental impacts. A four-foot paved shoulder and an overlay of the existing roadway is proposed in this segment of highway.

14.2 Caltrans has fully considered the needs of non-motorized travellers and believes this project to be a reasonable response, given environmental constraints, finite funds for project construction, and other policy which we are bound to observe. Please see "Safety Response", p. 68.

14.3 Please see "Bike Lane Response", p. 67.

14.4 Please see "Safety Response", p. 68.

15.1 Please see "Bike Lane Response", p. 67.

15.2 Please see "Safety Response", p. 68.

# CHAPTER 7 List of Preparers

**Office of Environmental Analysis**
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Cid Chiu

The Office of Environmental Analysis would like to thank Bright Eastman of the Caltrans District 4 Division of Maintenance; Seana L.S. Gause, formerly of the Caltrans District 4 Office of Environmental Analysis; Todd Jaffke of the Caltrans District 4 Office of Cultural Resources; Lilian A. Acorda of the CaltransDistrict 4 Division of Program and Project Management; and Mehryar Mogharrab and Hassan Nikzad of the Caltrans District 4 Division of Design South for their assistance with this document.

# CHAPTER 8 Distribution List

**Federal Elected Officials**

Honorable Mike Thompson, Representative in Congress, 1st District

Honorable Lynn Woolsey, Representative in Congress, 6th District

Honorable Barbara Boxer, United States Senator

Honorable Diane Feinstein, United States Senator

**State Elected Officials**

Honorable Patty Berg, California Assembly, 1st District

Honorable Jared Huffman, California Assembly, 6th District

Honorable Noreen Evans, California Assembly, 7th District

Honorable Pat Wiggins, California Senator, 2nd District

Honorable Carole Migden, California Senator, 3rd District

**Local Elected Officials**

Mr. Mike Reilley, Board of Supervisors, Sonoma County

Mr. Mike Kern, Board of Supervisors, Sonoma County

Mayor Geoff Fox, City of Cotati

Mayor Larry Robinson, City of Sebastopol

City of Cotati City Council

City of Sebastopol City Council

**Federal Agencies**

Environmental Protection Agency, Office of Federal Activities

National Marine Fisheries Service

US Army Corps of Engineers Regulatory Branch San Francisco District

US Department of Agriculture Natural Resoruces Conservation Service

US Department of Interior Office of Environmental Policy and Compliance

US Environmental Protection Agency Region 9, NEPA Review Federal Activities Office

US Fish and Wildlife Service, US Department of Interior

**State Agencies**

California Department of Fish and Game Fisheries, Wildlife, and Environmental Programs

California Energy Commission

California Highway Patrol, Office of Special Projects

California State Lands Commission

Office of Historic Preservation

Public Utilities Commission

California Department of Conservation, Division Of Land Resource Protection

**Regional Agencies**

Association of Bay Area Governments

Metropolitan Transportation Commission

Regional Water Quality Control Board North Coast Region

**Local Agencies**

Sonoma County County Administrator

Sonoma County Transportation Authority

Sonoma County Bicycle Coalition

Sonoma County Transportation and Public Works

Sonoma County Permit and Resource Management Department

City of Cotati Planning Department

City of Cotati City Engineer

City of Sebastopol Planning Department

City of Sebastopol City Engineer