

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE  
SAN FRANCISCO, CA 94102-3298



August 7, 2012

**Advice Letters 4029-E and 4029-E-A**

Brian K. Cherry  
Vice President, Regulation and Rates  
Pacific Gas and Electric Company  
77 Beale Street, Mail Code B10C  
P.O. Box 770000  
San Francisco, CA 94177

**Subject: Request for Section 320 Scenic Highway Deviation – Relocation of Poles Along Highway 12 at Madrone Road in Sonoma County and Supplemental Filing**

Dear Mr. Cherry:

Advice Letters 4029-E and 4029-E-A are effective June 21, 2012.

Sincerely,

A handwritten signature in cursive script that reads "Edward F. Randolph".

Edward F. Randolph, Director  
Energy Division



**Brian K. Cherry**  
Vice President  
Regulation and Rates

Pacific Gas and Electric Company  
77 Beale St., Mail Code B10C  
P.O. Box 770000  
San Francisco, CA 94177

Fax: 415.973.6520

April 17, 2012

**Advice 4029-E**

(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

Re: Request for Section 320 Scenic Highway Deviation - Relocation of Poles  
Along Highway 12 at Madrone Road in Sonoma County

**Purpose**

Pacific Gas and Electric Company ("PG&E") requests an order from the California Public Utilities Commission ("CPUC") granting it a deviation from Public Utilities Code Section 320 to allow the overhead relocation of 4 wood poles in an existing 12-kilovolt ("kV") distribution pole line located along the west side of California Highway Route 12 at the Madrone Road intersection in the County of Sonoma.

**Background**

Pacific Gas and Electric Company (PG&E) has been requested by the State of California, Department of Transportation (Caltrans) to relocate 4 wood poles in an existing 12 kV distribution pole line located along the west side of California State Highway Route 12, at the Madrone Road intersection in the County of Sonoma. A copy of this request is provided in Attachment 1. Caltrans has requested the relocation to accommodate the installation of traffic signals, minor road widening and roadway intersection improvements to improve safety and traffic flow at the intersection. A birds-eye view aerial photo of the site area and photos of the affected poles, and Caltrans' Utility Plan drawings are provided as Attachments 2 and 3 respectively. The project is to be funded by the State Highway Operation and Protection Program (SHOPP) under the safety category (Program Code 201.010), which is the highest priority category at Caltrans. The construction capital cost of the project is being shared with the County of Sonoma through a cooperative agreement, with the County sharing roughly 1/3 of the construction capital cost.

The pole relocation area is located along a section of California State Route 12 that is currently designated as a State Scenic Highway. As such, relocation of these poles would be subject to Public Utilities (PU) Code Section 320, which requires that all future electric facilities (including relocation of existing poles) within 1,000 feet of a scenic highway be undergrounded (Decision 80864, dated December 19, 1972 implemented PU Code Section 320).

Overhead relocation of the subject facilities would require the replacement of one (1) existing 45-foot and three (3) existing 55-foot wood poles with new wood poles of similar size. The new poles would be installed using avian-safe design standards, and would be relocated in an easement from the adjacent property owner to be acquired by Caltrans. New anchors would be installed at both ends of the project to support the changed angle of the line. The approximate length of the relocated spans would be 1,300 feet. Two existing overhead transformers would be replaced and the primary switch and recloser would be transferred to one of the new poles. The existing primary wire would be transferred to the new pole line and lengthened accordingly. The secondary wire service would be undergrounded. Distribution poles and overhead lines would be relocated to clear the proposed improvements. The existing poles along Hwy 12 do not currently have telephone and cable television lines on them.

Undergrounding the subject facilities would require the replacement of one (1) existing pole with a larger-diameter pole to accommodate installation of a riser, at a location southeast of the intersection of Hwy 12 and Madrone Rd. The other riser could be accommodated on the existing pole, which would require reframing. Two anchors would need to be installed at the ends of the project area. Between the two new risers, the project would extend approximately 1,300 feet underground. The line would be installed using open trench techniques, approximately at the edge of pavement between the proposed fog line and the State's right-of-way line. The new underground primary line would be installed in a trench to a primary splice box. From the splice box it would travel west approximately 50 feet under the existing tap line to a new pole that would convert the tap line back to overhead. At the same location, an underground secondary line would go back and across Hwy 12 to feed a service line on the east side of the road. At the next location, a new primary box and a pad mounted 3-phase transformer would be installed to feed an existing service. The next location would require a pad mounted 3-phase switch. The last location would require primary wire and riser up the existing pole. This project would run approximately 1,300 feet of 3-phase and all new primary wire would be installed. The costs are based on Caltrans supplying and installing conduit and substructures system per PG&E requirements.

Cost comparisons for overhead and underground relocations are summarized as follows:

	Overhead Cost	Labor Cost	Materials Cost	Total Cost
Overhead Line	\$23,086	\$90,425	\$41,141	\$154,652
Underground	\$39,161	\$673,709	\$100,416	\$813,286

Please note the figures above are only rough estimates. An engineered estimate will be prepared after determination of the method of installation. In the case of underground relocation, a detailed estimate cannot be prepared until the County establishes the boundaries of an underground district in accordance with PG&E's Electric Rule 20.

PG&E estimates the cost of undergrounding the overhead facilities would exceed the cost of an overhead relocation by a greater than five-to-one ratio. In PG&E's opinion, the cost disparity renders the underground alternative impractical.

Further, PG&E believes an overhead relocation would have an insignificant aesthetic impact at this location on the scenic corridor. Replacement poles in the overhead alternative would be roughly the same size as the existing poles, with the new overhead conductor in approximately the same location in relation to the new edge of pavement. In the underground alternative, although four poles would be removed, one of the remaining poles would be of increased size, with a riser and new pad-mount transformers and a pad-mount switch added. It is likely the pad-mounted equipment would be more visible in this setting than the overhead lines.

While PG&E is prepared to underground the subject facilities pursuant to Rule 20 if requested to do so, the County of Sonoma has reviewed preliminary plans for relocating the poles, and supports a deviation from Section 320 of the California Public Utilities Code, to allow for the overhead relocation, as stated in its letter dated January 28, 2010, which is attached hereto as Attachment 4.

An environmental review of the roadway improvement project has been performed and the determination was that the project does not damage a scenic resource within a designated scenic highway (Attachment 5). Caltrans has determined that the project is Categorically Exempt from CEQA and qualifies for a Programmatic Categorical Exclusion from NEPA (Attachment 5). Due to the amount of time that had passed since the NEPA/CEQA environmental analysis for the project was approved a NEPA/CEQA re-validation review was undertaken and approved (Attachment 6).

The deviation would be a permanent move and is not part of a larger project that would require further relocation.

In summary, in PG&E's opinion, an overhead relocation of four existing PG&E poles would not significantly impact the scenic corridor along Route 12 at the intersection of Madrone Road. Additionally, the lower cost of the overhead option makes overhead relocation the most preferred choice. PG&E therefore requests a deviation from PU Code Section 320 to allow the overhead relocation.

### **Protests**

Anyone wishing to protest this filing may do so by letter sent via U.S. mail, by facsimile or electronically, any of which must be received no later than **May 7, 2012**, which is 20 days after the date of this filing. Protests should be mailed to:

CPUC Energy Division  
Tariff Files, Room 4005  
DMS Branch  
505 Van Ness Avenue

San Francisco, California 94102

Facsimile: (415) 703-2200

E-mail: EDTariffUnit@cpuc.ca.gov

Copies of protests also should be mailed to the attention of the Director, Energy Division, Room 4004, at the address shown above.

The protest also should be sent via U.S. mail (and by facsimile and electronically, if possible) to PG&E at the address shown below on the same date it is mailed or delivered to the Commission:

Brian K. Cherry  
Vice President, Regulation and Rates  
Pacific Gas and Electric Company  
77 Beale Street, Mail Code B10C  
P.O. Box 770000  
San Francisco, California 94177

Facsimile: (415) 973-6520

E-mail: PGETariffs@pge.com

### **Review Period**

As permitted by General Order 96-B Section 1.3, Construction: Waiver or Variance, PG&E requests a shortened review period of 20 days.

### **Effective Date**

PG&E requests that this Tier 3 advice filing become effective upon approval by a vote of the full Commission.

### **Notice**

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically and via U.S. mail to parties shown on the attached list. Address changes to the General Order 96-B service list should be directed to PG&E at email address PGETariffs@pge.com. For changes to any other service list, please contact the Commission's Process Office at (415) 703-2021 or at Process\_Office@cpuc.ca.gov. Send all electronic approvals to PGETariffs@pge.com. Advice letter filings can also be accessed electronically at: <http://www.pge.com/tariffs>

A handwritten signature in cursive script that reads "Brian Cherry" followed by a stylized flourish.

Vice President, Regulation and Rates

cc: Merideth Sterkel – CPUC Energy Division  
David Lee – CPUC Energy Division  
Eric Schen – Caltrans District 4 Project Manager  
Thomas O’Kane, Jr. – County of Sonoma Department of Transportation and  
Public Works Deputy Director

**Attachments**

- Attachment 1 – Caltrans Utility Pole Relocation Request
- Attachment 2 – Project Area Arial Photo and Affected Poles Photos
- Attachment 3 – Caltrans Project Drawings
- Attachment 4 – Sonoma County Letter of Support for Section 320 Exemption
- Attachment 5 – CEQA Categorical Exemption and NEPA Programmatic Categorical  
Exclusion
- Attachment 6 – NEPA/CEQA Re-validation Form

# CALIFORNIA PUBLIC UTILITIES COMMISSION

## ADVICE LETTER FILING SUMMARY ENERGY UTILITY

MUST BE COMPLETED BY UTILITY (Attach additional pages as needed)

Company name/CPUC Utility No. **Pacific Gas and Electric Company (ID U39 E)**

Utility type:

ELC       GAS  
 PLC       HEAT       WATER

Contact Person: Greg Backens

Phone #: 415-973-4390

E-mail: gab4@pge.com

EXPLANATION OF UTILITY TYPE

ELC = Electric      GAS = Gas        
PLC = Pipeline      HEAT = Heat      WATER = Water

(Date Filed/ Received Stamp by CPUC)

Advice Letter (AL) #: **4029-E**

**Tier: 3**

Subject of AL: **Request for Section 320 Scenic Highway Deviation - Relocation of Poles Along Highway 12 at Madrone Road in Sonoma County**

Keywords (choose from CPUC listing): Power Lines

AL filing type:  Monthly  Quarterly  Annual  One-Time  Other \_\_\_\_\_

If AL filed in compliance with a Commission order, indicate relevant Decision/Resolution #: D.80864

Does AL replace a withdrawn or rejected AL? No. If so, identify the prior AL: N/A

Summarize differences between the AL and the prior withdrawn or rejected AL: N/A

Is AL requesting confidential treatment? No.

If so, what information is the utility seeking confidential treatment for: N/A

Confidential information will be made available to those who have executed a nondisclosure agreement: N/A

Name(s) and contact information of the person(s) who will provide the nondisclosure agreement and access to the confidential information: N/A

Resolution Required?  Yes  No

Requested effective date: Upon Commission approval

No. of tariff sheets: N/A

Estimated system annual revenue effect (%): N/A

Estimated system average rate effect (%): N/A

When rates are affected by AL, include attachment in AL showing average rate effects on customer classes (residential, small commercial, large C/I, agricultural, lighting).

Tariff schedules affected: N/A

Service affected and changes proposed:

Protests, dispositions, and all other correspondence regarding this AL are due no later than 20 days after the date of this filing, unless otherwise authorized by the Commission, and shall be sent to:

**CPUC, Energy Division**

**Tariff Files, Room 4005**

**DMS Branch**

**505 Van Ness Ave., San Francisco, CA 94102**

**EDTariffUnit@cpuc.ca.gov**

**Pacific Gas and Electric Company**

**Attn: Brian K. Cherry, Vice President, Regulation and Rates**

**77 Beale Street, Mail Code B10C**

**P.O. Box 770000**

**San Francisco, CA 94177**

**E-mail: PGETariffs@pge.com**

**Attachment 1**

Caltrans Utility Pole Relocation Request

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

ATTN.: EDGAR VELEZ

P.O. BOX 23440

OAKLAND, CA 94923-0440

PHONE: (510) 286-5432

FAX: (510) 286-5366



June 30, 2008

Mr. Brad Harris, Land Agent  
Pacific Gas and Electric Company  
111 Stony Circle  
Santa Rosa, CA 95401

Dist./Co./Rt.: 04-SON-12  
PM: 32.86  
EA: 3A3300  
Ut. No.: 1751.0  
(Signal Installation)

**Re.: Utility Verification Request**

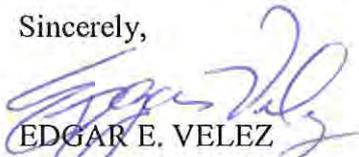
Dear Mr. Harris:

The Department of Transportation is developing plans to install actuated traffic signals, pedestrian cross walk and right –turn lane as part of the State’s construction project on State Route 12 in the community of Eldridge, in Sonoma County. The Signalization will be install at the T-intersection of State Route 12, and Madrone Road in the County of Sonoma.

The Department’s engineering personnel require the location of PG&E’s Electric and Gas facilities in the area of post mile 32.86, as seen on the attached map, so that they can be included in the construction plans as required by Section 4215 of the Government Code. Please send plats showing all of your company’s facilities located within the project area to this office by August 1, 2008. Enclosed with this letter is a location map showing the project area .

If you have any further questions please contact me by phone at (510) 286-5432, or by e-mail at [Edgar\\_Velez@dot.ca.gov](mailto:Edgar_Velez@dot.ca.gov). Your attention to this matter is greatly appreciated.

Sincerely,

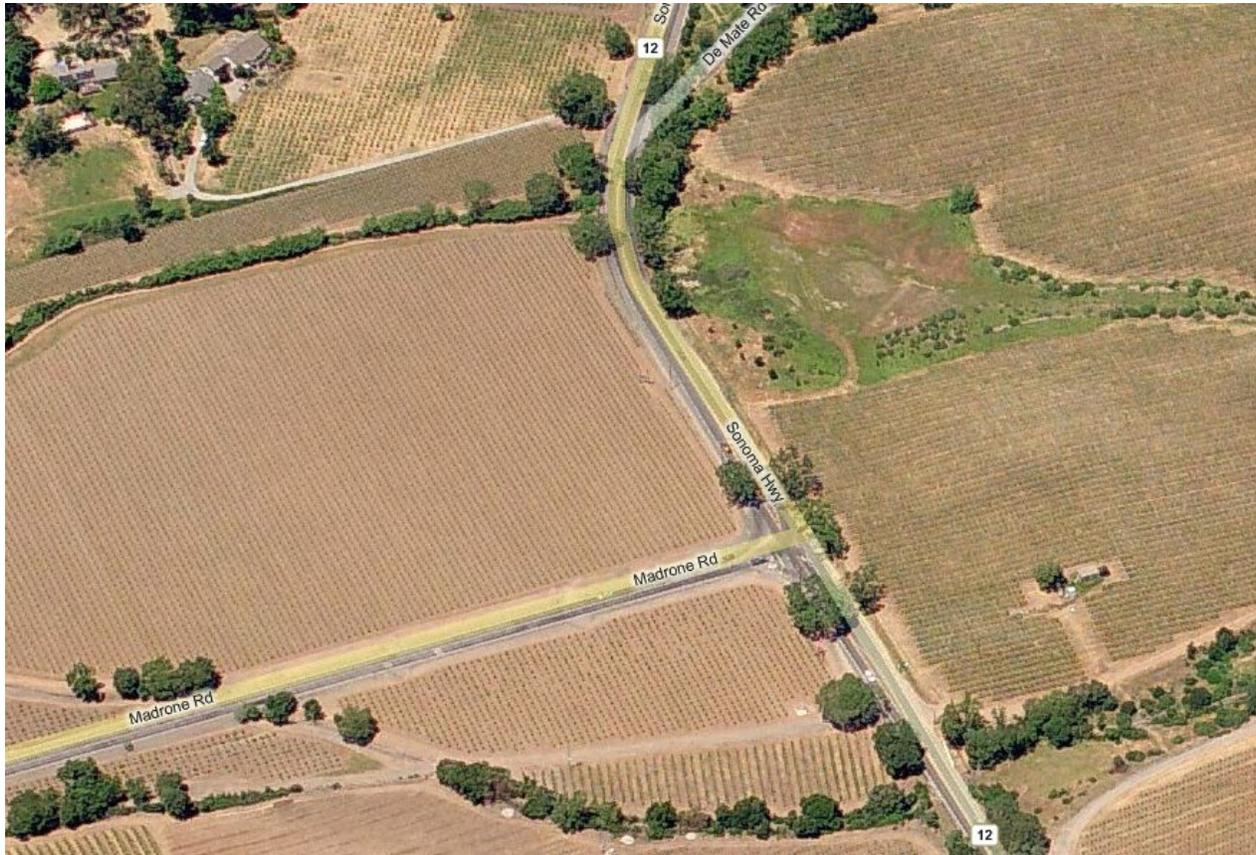


EDGAR E. VELEZ  
Associate Right of Way Agent  
Utility Services – North

**Attachment 2**

**Project Area Arial Photo and Affected Poles Photos**

## Aerial and Site Photos Madrone Road / Highway 12 Intersection



Birds-eye view

Poles as labeled on CalTrans Utility Plans, sheets U-1 to U-3



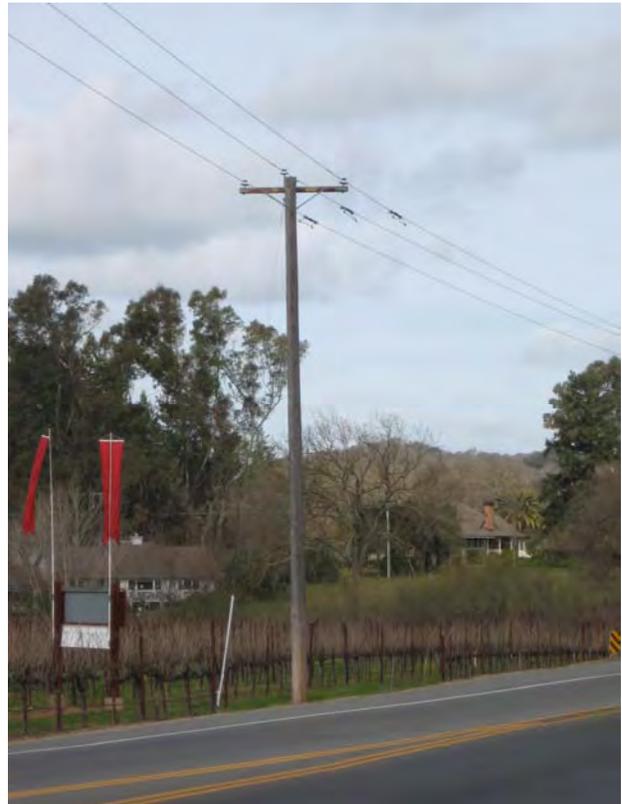
Poles **gp2** (L of taller pole) and **p2**, south end of project



Pole **p5** and street light



Pole **p8**



Pole **p10**, north end of project

**Attachment 3**  
**Caltrans Project Drawings**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	12	32.7/33.0		

REGISTERED CIVIL ENGINEER DATE 10-11-11

PLANS APPROVAL DATE

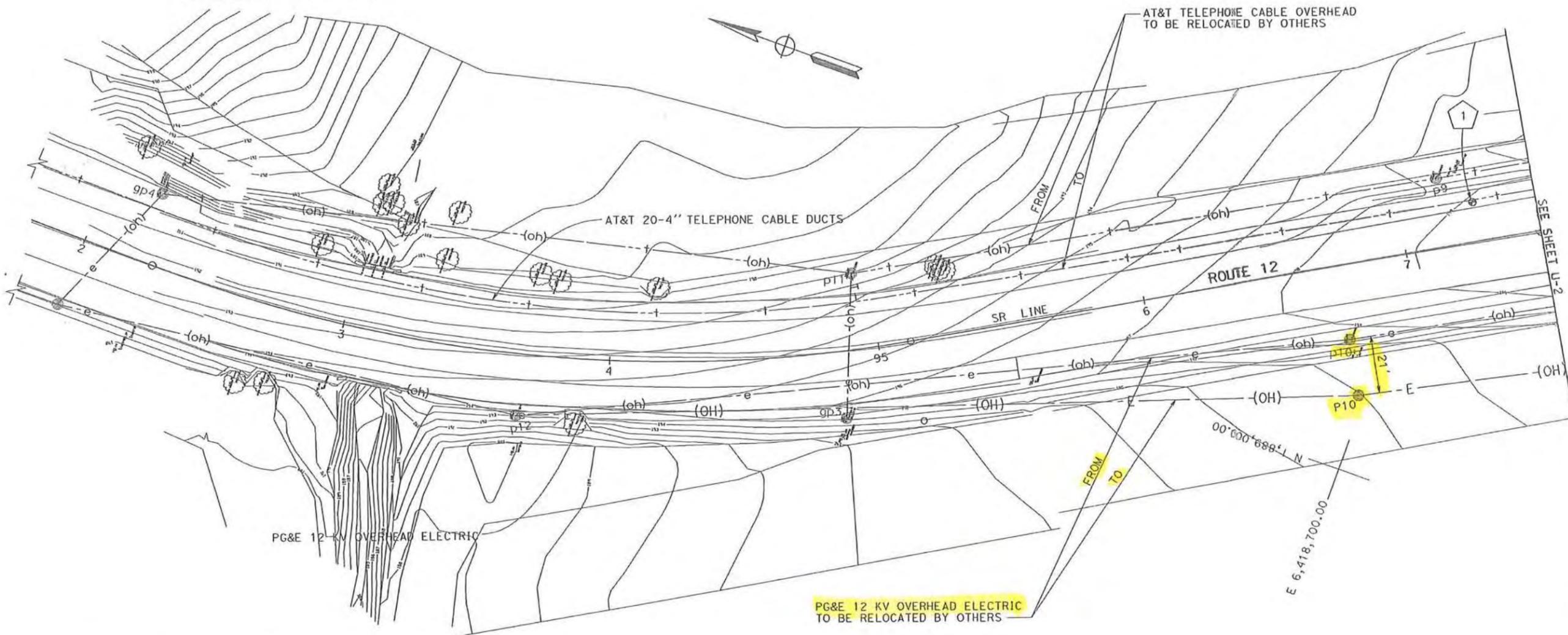
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER  
Ber-lin Wei  
No. 49855  
Exp. 9-30-12  
CIVIL  
STATE OF CALIFORNIA

**LEGEND:**

<b>UTILITIES</b>	<b>EXISTING UTILITIES</b>	<b>OWNERSHIP</b>
ELECTRIC (OVERHEAD) — e — (oh)	— e — (oh)	PG&E (PACIFIC GAS AND ELECTRIC COMPANY)
TELEPHONE (OVERHEAD) — t — (oh)	— t — (oh)	AT&T (AMERICAN TELEPHONE AND TELEGRAPH COMPANY)
TELEPHONE — t —	— t —	AT&T (AMERICAN TELEPHONE AND TELEGRAPH COMPANY)
UTILITY POLE	p5	JOINT OR OTHER
UTILITY POLE/GUY	gp2	JOINT OR OTHER
	NON-EXCLUSIVE UTILITY EASEMENT (PERMANENT)	

00°00'5"688"1 N  
E 6,419,200.00



**POTHOLE LOCATION TABLE**

No.	UTILITY	NORTHING	EASTING	UTILITY ELEVATION	DEPTH
1	AT&T 9'-4" CABLE DUCTS	1888066.374	6418581.957	195.97	3.17
2	AT&T 15'-4" CABLE DUCTS	1887472.071	6418943.618	200.39	4.83
3	AT&T 15'-4" CABLE DUCTS	1886804.338	6419303.857	207.95	3.00

00°00'5"688"1 N  
E 6,418,200.00

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
DESIGN  
George Lo  
Checked by  
Ber-lin Wei  
Revised by  
8/11/10

APPROVED FOR UTILITY WORK ONLY

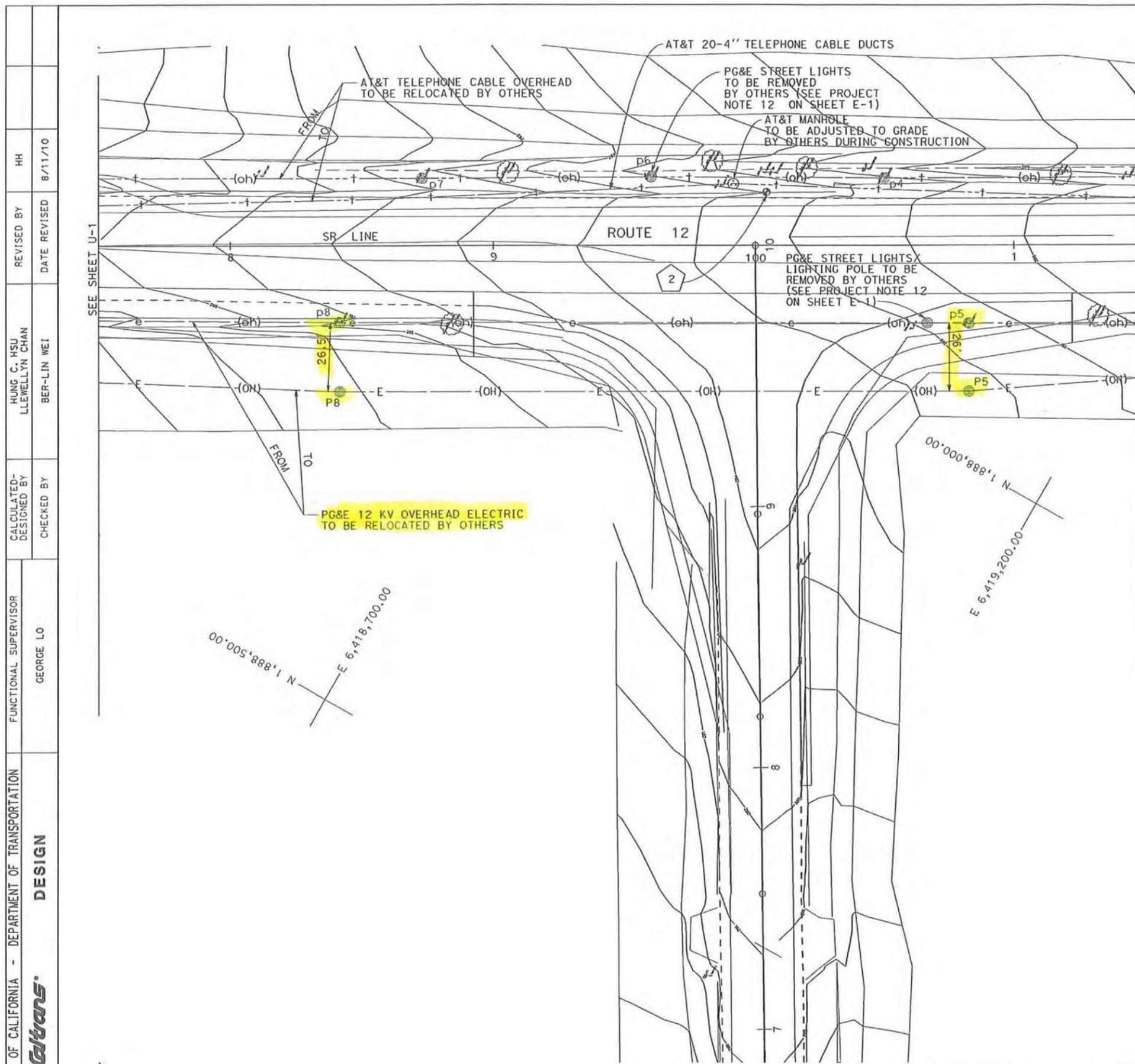
**UTILITY PLAN**  
SCALE: 1" = 20'

U-1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOT. SHEET
04	Son	12	32.7/33.0		

REGISTERED CIVIL ENGINEER DATE 10-11-11  
 PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER  
**Ber-lin Wei**  
 No. 49855  
 Exp. 9-30-12  
 CIVIL  
 STATE OF CALIFORNIA



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION <b>Caltrans</b> DESIGN	FUNCTIONAL SUPERVISOR GEORGE LO	CALCULATED-DESIGNED BY HUNG C. HSU LLEWELLYN CHAN	REVISOR HH
		CHECKED BY BER-LIN WEI	DATE REVISED 8/11/10

APPROVED FOR UTILITY WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET U-1

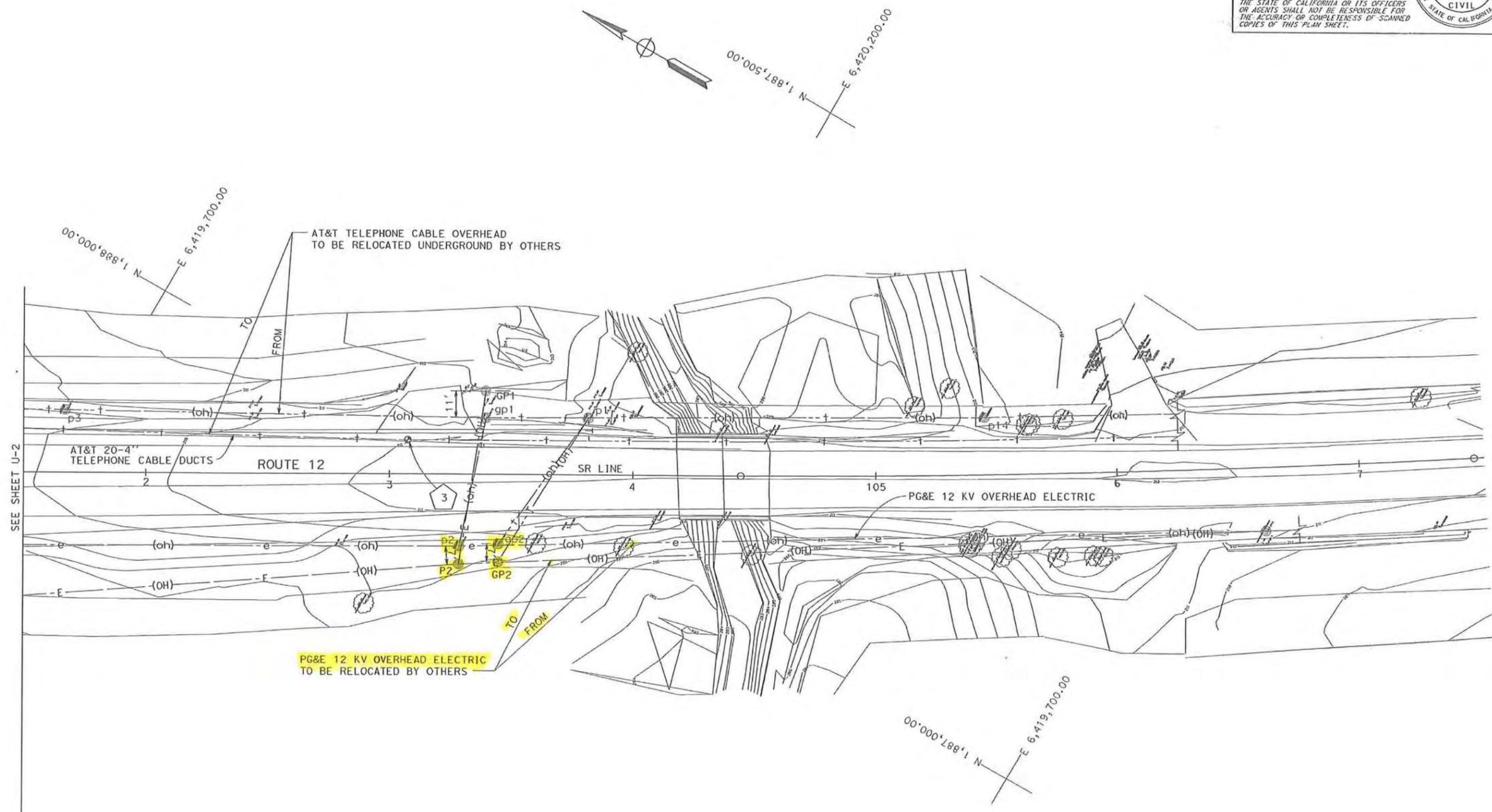
**UTILITY PLAN**  
SCALE: 1" = 20'

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	12	32.7/33.0		

REGISTERED CIVIL ENGINEER DATE: 10-11-11  
 PLANS APPROVAL DATE: \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER  
 Ber-lin Wei  
 No. 49855  
 Exp. 9-30-12  
 CIVIL  
 STATE OF CALIFORNIA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**  
 FUNCTIONAL SUPERVISOR: GEORGE LO  
 CALCULATED-DESIGNED BY: HUNG C. HSU, LLEWELLYN CHAN  
 CHECKED BY: BER-LIN WEI  
 REVISED BY: HH  
 DATE REVISED: 8/11/10



APPROVED FOR UTILITY WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET U-1

**UTILITY PLAN**  
SCALE: 1" = 20'

**Attachment 4**

Sonoma County Letter of Support for Section 320 Exemption

COUNTY OF SONOMA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC WORKS  
2300 COUNTY CENTER DRIVE, SUITE B 100  
SANTA ROSA, CALIFORNIA 95403

Phillip M. Demery, Director



Attachment 4

AREA CODE (707)

ROADS..... 565-2231  
TRANSIT..... 585-7516  
REFUSE..... 565-7940  
AIRPORT..... 565-7243  
AIR POLLUTION..... 433-5911  
FAX..... 565-2620  
[www.sonoma-county.org/tpw](http://www.sonoma-county.org/tpw)

January 28, 2010

Bijan Sartipi  
District 4 Director  
Caltrans  
111 Grand Avenue  
PO Box 23660  
Oakland, CA 94623-0660

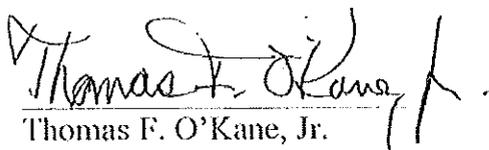
Re: Waiver of Utility Undergrounding – Hwy 12 and Hwy 116

Dear Mr. Sartipi:

This is to advise you that County of Sonoma is in support of Caltrans' two upcoming programmed projects to improve the intersections of Vine Hill and Mueller Roads with State Route 116 in Graton and at Madrone Road and State Route 12 in Eldridge. The two County Supervisors from these districts where the projects are located have been advised of the site conditions and are in agreement with the requested waiver.

As you know, these intersections are located in corridors designated as scenic highways. County staff has recently reviewed the State's preliminary plans for these two projects and has concluded that relocation of a limited number of aerial PG&E/AT&T utility poles within the relatively small project footprint will not negatively impact the visual integrity of the surrounding environment. Therefore, County is in support of PG&E's request to the California Public Utility Commission (CPUC) for a deviation to Section 320 of the California Public Utilities Code. PG&E personnel have been advised of this support in writing. We are very appreciative that Eric Schen of your staff advised us of this situation. Through his efforts, we were able to resolve the matter in a way that will result in a cost savings to the public as well as allowing the work to go forward sooner. Please let me know if you need any additional information.

Sincerely,

  
Thomas F. O'Kane, Jr.

c: Phillip Demery  
Kevin Howze  
Kim Garl  
Eric Schen (Caltrans-Oakland)

**Attachment 5**  
**CEQA Categorical Exemption and NEPA Programmatic  
Categorical Exclusion**

**CATEGORICAL EXEMPTION  
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION  
DETERMINATION FORM**

Revised 11/2003

04-Son-12  
Dist.-Co.-Rte. (or Local Agency)

52.90 (32.86)  
K.P./K.P.(P./MP.M.)

3A3300  
E.A. (State project)

Proj. No. (Local project)  
(Fed.Prog. Prefix  
Proj. No., Agr. No.)

**PROJECT DESCRIPTION:** (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

*This project, located on SR 12 in Glen Ellen, will install a traffic signal at the intersection of SR-12 and Madrone Road, and widen the shoulders within the intersection area. Flashing warning beacons will be installed to the north and south of the project site on SR-12. The technique of micro-tunnelling will be used to thread the electrical conduits from the electrical cabinet located at*

**CEQA COMPLIANCE** (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

**CALTRANS CEQA DETERMINATION**

Exempt by Statute (PRC 21080)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

**Categorically Exempt. Class 1, or General Rule exemption** (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment [CCR 15061(b)(3)])

*Valerie Henry*  
Signature: Environmental Office Chief

11/22/04  
Date

*Paul Perry*  
Signature: Project Manager

11/28/06  
Date

**NEPA COMPLIANCE** (23 CFR 771.117)

Based on an examination of this proposal, supporting information, and the following statements.

- This project does not have a significant impact on the environment as defined by the NEPA.
- This project does not involve substantial controversy on environmental grounds.
- This project does not involve significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
- In non-attainment or maintenance areas for Federal air quality standards: this project comes from a currently conforming plan and Transportation Improvement Program or is exempt from regional conformity.
- This project is consistent with all Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

**CALTRANS NEPA DETERMINATION**

Based on an examination of this proposal, supporting information, and the statements above under "NEPA Compliance", it is determined that the project is a:

**PROGRAMMATIC CATEGORICAL EXCLUSION (PCE):** Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the November 18, 2003 Programmatic Categorical Exclusion Agreement have been met.

**CATEGORICAL EXCLUSION (CE):** For actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Require FHWA determination.

*Valerie Henry*  
Signature: Environmental Office Chief

11/22/04  
Date

*Paul Perry*  
Signature: Project Manager/DPA Engineer

11/28/06  
Date

**FHWA DETERMINATION**

Based on the evaluation of this project and the statements above, it is determined that the project meets the criteria of and is properly classified as a Categorical Exclusion (CE).

*not applicable*  
Signature: FHWA Project Development Engineer

Date

**CATEGORICAL EXEMPTION  
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION  
DETERMINATION FORM**

***CONTINUATION SHEET***

Project Description;

the intersection to the flashing beacons.

Conditions;

The replacement ratio for the removed coastal and valley oak trees will be 3:1. In addition, a Plant Establishment Period of 12 months will be established which the contractor must adhere to.

Erosion control measures, such as fiber rolls or jute netting, may be installed as necessary during the construction phase to maintain soil stability where shoulders are being widened.

Disposal of all excess soil will occur at an approved upland site.

Removal of all project-introduced materials will take place once the work is complete.

Staging areas for all equipment used on the project will occur away from waterways within the Caltrans right-of-way.

Tree removal in the project area will occur between September 1 and February 15 to minimize the impacts to nesting birds. If trees and shrubs cannot be removed during this period, the contractor doing the work shall hire a qualified biologist to inspect the area for active nests before removal. Caltrans will not remove any tree containing an active nest.

Micro tunneling will be included in design considerations to avoid impacts to oak trees in the project area.

The conduit connecting the electrical cabinet with the flashing beacon south of Whitman Creek bridge will cross under SR-12 three times to avoid impacts to root systems of oak trees next to the roadway.

A site investigation by Caltrans Hazardous Waste will be necessary to assess the options for disposal or reuse of the approximately 800 cubic yards of soil excavated for the shoulder widening.

Caltrans Water Quality will develop a set of conditions for the contractor on this project, prior to PS&E .

Form 1

## SUMMARY OF REQUIREMENTS

## PERMITS AND ENVIRONMENTAL

## COMMITMENT - PS&amp;E PHASE

TO: Roland Au-Yeung

PROJECT MANAGER

ATTN.: Henry Ma

PROJECT ENGINEER

DATE: 27-Nov-06

CO. RTE. KP: SON-12 / 52.9

RU/EA: 3A3300

P.M. 32.86

Below is a summary of the required permits, and environmental commitments that must be incorporated into the PS&E, for this project. Please contact Valerie Heuser at 510-286-5594

	Y/N	Mit. Plan Req'd (Y/N)	COMMENTS	
PERMITS AND AGREEMENTS				
	CDFG 1601/03 Streambed Alteration Agreement.	N	N	
	BCDC: Bay Fill Permit	N	N	
	BCDC: Pub. Access Review	N	N	
	Coastal Dev. Permit: County	N	N	
	Coastal Dev. Permit: State	N	N	
	State Lands Lease Agreement	N	N	
	RWQCB: NPDES	N		
	RWQCB: Water Qual. Cert.	N		
	Endangered Species Act <sup>1</sup> Consultation	S F	N N	
	USACOE 404: Nationwide	N	N	
	USACOE 404: Individual	N	N	
	USACOE Section 10 Permit	N	N	
USCG Section 9 Permit	N			
ENVIRONMENTAL COMMITMENTS	Noise Attenuation	N	N	
	Erosion Control	Y	N	see CE continuation sheet for erosion conditions.
	Hazardous Materials Investigation/Treatment	Y	N	Site Investigation needed - Chris Wilson 286-5647
	ESA (Archaeological)	N	N	
	ESA (Biology)	Y		tree removal from 9/1 - 2/15 only
	ESA (Historical)	N	N	
	ESA (Scenic Resources)	Y		PEP of 18 months f for Oaks Susan Burke 622-8725
	Wetland/Riparian Mitigation	N	N	
	Biological Mitigation	Y	N	3:1 ratio for Oaks Theresa Engle 622-1748

**A copy of the project PS&E must be sent to Environmental for review before finalization.**

Attachments

*Valerie Heuser* 11/30/06  
OFFICE CHIEF OF ENVIRONMENTAL PLANNING

cc: Design, Senior Envir. Plan., File

Ver 6.0 July '00

<b>FORM 2B: PERMITS, AGREEMENTS AND MITIGATION COMMITMENTS-DESIGN PHASE</b> This form contains a summary of environmental commitments governing construction activities on this project, that may not have been included in the PS & E.										DATE:	11/27/2006	
										CO. RTE. KP:	04-SON-12 52.90 KP	
										EA:	3A3300	
										P.E. CONTACT	Henry Ma	
										PM:	32.86	
COMMITMENTS	P-Permits	C-Comments	TO BE ACCOMPLISHED BY:							Comments	Monitored By ----- Frequency	CONTACTS
			Plans	Spec. Prov.	CCO's	Maintenance	Sep. Contract	Completion Date	Concurred By Date			
Noise Attenuation	N											
Erosion Control	C											David Yam 286-5662
Hazardous Material Treatment	C											Chris Wilson 286-5647
NPDES (Storm Runoff Controls)	P											Analette Ochoa 286-6269
Archaeological Resources	N											
Environmentally Sensitive Area	N											
Historical Resources	N											
Scenic Resources	C											Susan Burke 622-8725
Wetland/Riparian Mitigation	N											
Biological Mitigation	C											Theresa Engle 622-1748

# Memorandum

*Flex your power!  
Be energy efficient!*

To: VALERIE HEUSINKVELD  
Environmental Branch Chief

Date: July 17, 2006

From: ELIZABETH MCKEE *EAM*  
Branch Chief, Archaeology West

File: 07-SON-12  
PM 32.86  
Son-12 and Madrone Road  
Signal Installation  
EA: 3A3300

Subject: Cultural resources review of a proposed signal installation, roadway widening, and the installation of two flash beacons at the intersection of Route 12 and Madrone Road in Sonoma County.

Caltrans PQS Lissa McKee (Principal Investigator, Architectural History) reviewed the project information, which includes the installation of a traffic signal at the intersection of Route 12 and Madrone Road in Sonoma County. The proposed project will consist of the widening of the roadway shoulder of Route 12 within the existing Right of Way, the installation of 2 Flash Beacons (one north of Wilson Creek on the eastbound side and one at the south of Whitman Creek on the westbound side) which includes micro-tunneling for threading under the existing roadway for installing cables to the flash beacons, and the installation of a traffic signal at the intersection of Madrone Road and Route 12.

This memorandum summarizes the activities conducted to document the absence of cultural resources within the project study area. Although ground-disturbing work within Caltrans' right of way could be fairly extensive, the project area is not considered to be archaeologically sensitive. Greg Collins (Associate Environmental Planner, Archaeology, PQS pending) and Boris Deunert (Associate Environmental Planner, Archaeology, PQS pending) conducted a field review on July 12, 2006. The results of the field review, a detailed review of the project specifications, District 4 Cultural Resource Studies Office files, and archaeological site record data housed at District 4 (recently updated in 2005), indicate that no cultural resources are located within the project area.

It is Caltrans' determination that this project as proposed will have no potential to impact any Historic Resources as defined under PRC 5024, Executive Order 26-92, and Section 15064.5 of the CEQA Guidelines and PRC 21084.1.

If project plans change, please contact me at (510) 622-5458 or by e-mail at Lissa-McKee@dot.ca.gov.

CC: Cultural Resource files, IT Coordinator

**M e m o r a n d u m***Flex your power!  
Be energy efficient!*

**To:** Valerie Heusinkveld, Senior Environmental Planner  
Department of Transportation, District 4  
Office of Environmental Planning

**Date:** November 21, 2006

**File:** Son-12  
EA 3A3300

Install Signal  
Widen Shoulders

**From:** Susan Burke, Senior Landscape Architect  
Department of Transportation, District 4  
Office of Landscape Architecture

**Subject:** Scenic Resources Environmental Review

We have reviewed the above referenced project for impacts to Scenic Resources. The project proposes to improve State Route 12 at the intersection with Madrone Road (PM 32.86) in Glen Ellen, Sonoma County. An 11.6-mile segment of State Route 12 in Sonoma County, including the area where the proposed project is located, is an Officially Designated State Scenic Highway.

Proposed highway improvements include a new traffic signal at the Madrone Road intersection. Advanced warning signs with flashing beacon will be installed in both travel direction on Route 12, one near the Wilson Creek Bridge to alert southbound motorists and one near the Whitman Canyon Creel Bridge to alert northbound travelers. The project also involves installing an underground electrical hookup for operation of the traffic signal and widening the shoulders near the intersection. The shoulder widening will extend along State Route 12 about 0.2 miles north and south from Madrone Road. The shoulders are presently 6 feet wide and will be widened to 8 feet. Minor widening of the right-hand shoulder on Madrone Road at State Route 12 will also be accomplished.

In order to construct the project, two Valley Oak trees at the west edge of the highway (southbound travel direction) at Madrone Road will have to be removed. One tree is immediately north of the Madrone Road intersection. It has a trunk diameter of 9.15 inches measured at breast height. The other is immediately south of the intersection. This tree is comprised of two trunks, one 12.9 inches and the other 9.4 inches in diameter. An overhead electrical power line runs along the west side of State Route 12 at Madrone Road in line with roadside trees on that side of the highway. The trees growing below the power line have been severely pruned over the years to ensure there is no contact with the line. While this maintenance action has been necessary for safety reasons, it has diminished the scenic value of the trees (see photos below).

Valerie Heusinkveld  
October 2, 2006  
Page 1



Valerie Heusinkveld

October 2, 2006

Page 2

The photograph on the left shows the oak tree at the northwest corner of Madrone Road and State Route 12. The photograph on the right shows the tree at the southwest corner of the intersection. Both trees would be removed.

According to our review, Scenic Resources such as unique or outstanding trees, rock outcrops, historic buildings or other structures will not be adversely affected by the proposed project. The appearance of the highway at the intersection of State Route 12 and Madrone Road will be modified by the project, but not in an adverse way. The trees to be removed are substantial visual features due to their size. However, due to their condition, they do not exhibit outstanding scenic qualities. Addition of the new traffic signal and wider shoulders at the intersection would not affect scenic resources. Negative visual impacts are not anticipated, providing the conditions stated below are met.

It is Caltrans policy to replace roadside trees that are damaged or removed as a result of state highway improvement projects. To mitigate the loss of the two mature oak trees that will be removed, a minimum of six (6) oak trees (*Quercus lobata* or *Quercus agrifolia*) shall be planted along the highway. The trees shall be placed within the state-owned right-of-way along the east side of the highway, opposite the existing overhead electric power lines. The trees shall be planted where they would not interfere with motorists' sight distances. They shall be located far enough away from the edge of pavement to meet all safety setback guidelines, if possible. If the width of the state-owned right-of-way is insufficient to meet the safety setback guidelines, the existing metal beam guardrail on the east side of the highway and north of Madrone Road shall be extended southward an appropriate distance and the six trees shall be planted behind it. The trees shall be planted as seedlings and truck watered at regular intervals throughout the dry season for the first year after planting. The success/mortality of the trees shall be monitored once annually for the first five years after planting. Any seedlings that do not survive shall be replaced prior to the next monitoring cycle.

230,80

**Scape Support Cost Estimate**

Sonoma County Tree Removal and Replacement Costs at Madrone Road - EA 3A3300

Revised: 3\_2\_07, SMB

Item Codes	Estimate DESCRIPTION	Q	UNIT	COST	\$EST
<b>I.</b>					
	HIGHWAY PLANTING				
	TREE REMOVAL	2	EA	\$1,000.00	\$2,000.00
200002	ROADSIDE CLEARING	1	LS	\$1,000.00	\$1,000.00
202011	MULCH (BASIN) 6 basins @.06m2 x 2	1	M3	\$60.00	\$60.00
202019A	COMMERCIAL FERTILIER (PACKETS) (8X2)	16	EA	\$1.00	\$16.00
204035	PLANT (Tree Pot)	8	EA	\$24.00	\$192.00
205061	ROOT PROTECTOR	8	EA	\$20.00	\$160.00
205051	FOLIAGE PROTECTOR	8	EA	\$20.00	\$160.00
	<b>SUBTOTAL</b>				<b>\$1,588.00</b>
<b>II.</b>					
	PLANT ESTABLISHMENT (3 yr)				
204099	PLANT ESTABLISHMENT WORK (\$12000/YR*1)	1	LS	\$12,000.00	\$12,000.00
	<b>SUBTOTAL</b>				<b>\$12,000.00</b>
<b>III.</b>					
	IRRIGATION ITEMS				
	Water	1	LS	\$500.00	\$500.00
	<b>SUBTOTAL</b>				<b>\$500.00</b>

PEP					
Labor \$115 per hour (2 crew + truck)	115				
Hours per visit (inc. drive time)	3				
Visits per year (4 April-October) (1 November-March)	33				
	11385				
<b>Project Subtotal</b>					<b>\$14,088.00</b>
<b>5% Contingency</b>					<b>\$704.40</b>
<b>PROJECT TOTAL</b>					<b>\$14,792.40</b>

**Attachment 6**  
**NEPA/CEQA Revalidation Form**

## NEPA/CEQA RE-VALIDATION FORM

DIST./CO./RTE.	04-SON-12
PM/PM	32.86
E.A. or Fed-Aid Project No.	3A3301
Other Project No. (specify)	
PROJECT TITLE	Madrone Road Signal Installation
ENVIRONMENTAL APPROVAL TYPE	CE/CE
DATE APPROVED	11/22/06
REASON FOR CONSULTATION (23 CFR 771.129)	Check reason for consultation: <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> NA (Re-Validation for CEQA only)
DESCRIPTION OF CHANGED CONDITIONS	There have been several small scope changes, none of which necessitate additional minimization measures

**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- The original environmental document or CE remains valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With this additional documentation, the original ED or CE remains valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No
- The original document or CE is no longer valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No
- Supplemental environmental document is needed. Yes  No
- New environmental document is needed. Yes  No  (If "Yes," specify type: \_\_\_\_\_)

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.

Valerie Shearer  
Signature: Environmental Branch Chief

10/13/11  
Date

[Signature]  
Signature: Project Manager/DLAE

10/18/11  
Date

**CEQA CONCLUSION** : (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be  prepared and is  included on the continuation sheets or  will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR:)
- The CE is no longer valid. New CE is needed. Yes  No

**CONCURRENCE WITH CEQA CONCLUSION**

I concur with the CEQA conclusion above.

Valerie Shearer  
Signature: Environmental Branch Chief

10/13/11  
Date

[Signature]  
Signature: Project Manager

10/18/11  
Date

## NEPA/CEQA RE-VALIDATION FORM

**CONTINUATION SHEET(S)**

*Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.*

***Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment***

- 1) The project scope now includes roadway widening at the SB right-hand turn from SR-12 onto Madrone, a right-hand turn from Madrone onto SB SR-12, and two bus pads. A soil berm at the E side of SR-12 will be relocated. See attached project description.
- 2) The additional scope requires additional right of way. Some agricultural land will be converted to transportation land use. No Williamson Act lands are affected.

***Changes in environmental setting, e.g., new development affecting traffic or air quality;***

None.

***Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.***

None.

***Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.***

None.

***Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.***

The planting of replacement oaks in local Caltrans right-of-way as specified by the CE has proven not to be feasible. An alternate planting location owned by Caltrans at the intersection of Sumner Lane and Summerfield Road (Parcel 24112-1) will now be used.

***Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.***

None.

Caltrans proposes to construct a traffic-signal and roadway-widening project in the unincorporated community of Eldridge on SR-12 at Madrone Road at post mile 32.86. The purpose of the project is to enhance safety by allowing for safer turning and to help prevent broadside-type accidents caused by vehicles pulling out of Madrone Road. The project is necessary because the rate of accidents at this location is higher than the state average for similar facilities.

Caltrans will install three traffic signals 32' in height, two on either side of the intersection with Madrone (west), and the third on the far side of SR-12 (east). Holes 3' in diameter by 9' deep will be excavated with a soil auger for each footing. The signals will have push buttons for pedestrians. Two 18' tall flashing warning beacons will be installed, one 110' south of Whitman Creek on the E side of the roadway and the second 50' north of Wilson Creek in the road shoulder on the W side of the roadway, the footings for which will require holes 2.5' in diameter by 5.0' deep to be augured.

At the SW corner of the intersection, two electrical cabinets will be installed. One will approximately be 2'-6" long by 2' wide by 5'-6" tall with 11'-6" long by 4' wide by 3.5" thick concrete pad and 2'-6" long by 2' wide by 1'-8" deep concrete footing. Another will approximately be 1' long by 8" wide by 5' tall with 2' long by 1'-6" wide by 3.5" thick concrete pad and 1'-4" long by 1' wide by 2' deep concrete footing. One 35' streetlamp will be installed at the NW corner of the intersection. The streetlamp footing is 3' in diameter and 5' deep. Two 13' electrical signals will be installed. One is at NW corner and another one is at SW corner of the intersection. The footing for the electrical signals will be 2' in diameter by 3' deep. Underground connections will be made between the electrical cabinet and the signals, and the cabinet and the street lamps. Trenching for these conduits will be approx. 2'-6" deep and 6" wide and will be made using hand tools or small excavator equipment. Electrical connections to the flashing warning beacons will be made using underground conduits and conduits attached to the sides of the culverts spanning the creeks.

The roadway will be widened up to 25' feet on the west side of SR-12 and up to 12' on the east side of SR-12. The existing shoulder will be saw cut and the OGAC will be cold planed; a new pavement structural section will be constructed in the area of new widening and new AC applied. The rest of the roadway will be paved with a new layer of AC on the top. Three AC pads extending out 5' from the shoulder at the same height as the shoulder will be constructed next to the traffic signals to accommodate pedestrians. The project will construct two bus pads, one on the NB side of SR-12 approximately 250' north of the intersection with Madrone and the second approximately 200' south of the intersection on the SB side. The pad is an extension of the shoulder which requires four additional feet of widening to accommodate buses pulling in. No additional sidewalk or ADA-compliance features will be constructed.

The project will remove approximately 300' of existing wire fencing and replace it with new chain-link fence at the new fee-take line. Posts will be spaced 10' apart and will require excavation of 1' in diameter by 3' deep for each post.

PG&E will be requested to move their existing utility poles approximately 20' farther out from the center line in order to accommodate roadway widening. The project will raise iron where needed to

accommodate underground utilities. Existing AT&T poles will be removed; utilities displaced will be relocated to existing underground utility ducts and vaults.

A soil berm for roadway drainage, approximately 600' long, will be removed and reconstructed 2'-20' further out from the centerline than its current location on the E side of SR-12. An area up to 3' deep and 7' wide will be excavated to key in the reconstructed berm.

Nine oaks will be removed. Replacement plantings at a ratio of 3:1 will be made. Plantings will only occur at the location screened by the Office of Cultural Resources; the Office of Design will coordinate with the Office of Cultural Resources during the Design phase to ensure that potential impacts to archaeological resources are minimized. The mitigation planting location is at the intersection of Sumner Lane and Summerfield Road/Parcel 24112-1 (what was to be SON 12 PM 18.5). In addition, a Plant Establishment period of 12 months will be established which the contractor must adhere to.

Right-of-way takes will include fee takes to accommodate roadway widening at the SB right-hand turn from SR-12 onto Madrone, the right-hand turn from Madrone onto SB SR-12, for the NB bus pad, and the NB AC pedestrian pad. Temporary construction easements will be acquired which will cover the area within 5' of the fee-take line. Utility easements will be required for the PG&E relocations, which will also accommodate the power supply for the flashing warning signals.

Approximately 900 cubic yards of excavated soil and OGAC will be disposed of at an approved upland location. A traffic management plan will be developed during the design phase; lane closures for night work are anticipated.

Revised: 3/1/2011 MAH

## U.S. Department of Agriculture

## FARMLAND CONVERSION IMPACT RATING

<b>PART I (To be completed by Federal Agency)</b>		Date Of Land Evaluation Request 6/6/11			
Name Of Project INSTALL TRAFFIC SIGNALS AND WIDEN ROAD		Federal Agency Involved FHWA			
Proposed Land Use TRANSPORTATION		County And State SONOMA, CA			
<b>PART II (To be completed by NRCS)</b>		Date Request Received By NRCS 6/7/11			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated 78,265	Average Farm Size 155
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: 134,418 % 13.3	Amount Of Farmland As Defined in FPPA Acres: 160,339 % 15.9		Date Land Evaluation Returned By NRCS 6/24/11	
Name Of Land Evaluation System Used CA Revised Storie Index	Name Of Local Site Assessment System None				
<b>PART III (To be completed by Federal Agency)</b>		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		0.2			
B. Total Acres To Be Converted Indirectly		0.6			
C. Total Acres In Site		0.8	0.0	0.0	0.0
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>					
A. Total Acres Prime And Unique Farmland		0			
B. Total Acres Statewide And Local Important Farmland		0.10			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.00			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		DATA NOT AVAILABLE			
<b>PART V (To be completed by NRCS) Land Evaluation Criterion</b> Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		0-19	0	0	0
<b>PART VI (To be completed by Federal Agency)</b> Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Bulltup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	0	0	0
<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)		100	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	0	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Reason For Selection:					



**Ana M  
Uribe/D04/Caltrans/CAGov**

07/12/2011 02:50 PM

To Oliver Iberien/D04/Caltrans/CAGov@DOT

cc

bcc

Subject 3A330 Son-12 32.8

Oliver: Even though the scope of the project EA 3A3301 (PN 04-000000937) has been changed, the conditions of our site investigation for hazardous materials in the soil, did not change.

If you have any questions, please, feel free to contact me.

Ana Maria Uribe  
Caltrans Office of Environmental Engineering  
Office: (510) 286-4914  
Fax: (510) 286-5639  
111 Grand Ave, 14th floor  
Oakland, CA 94612

# SR 12 at Madrone Road Signalization and Widening

## Natural Environment Study

### (Minimal Impacts)

**District 04  
Sonoma County  
Route 12-PM 32.86**

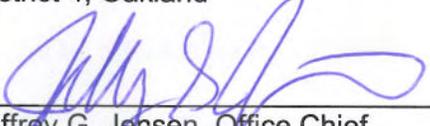
**EA 3A3300  
Project ID # 04-0000-0937**

**October 2011**

**STATE OF CALIFORNIA  
Department of Transportation**

Prepared By:  Date: 17 Oct 11  
Steven Harris, Associate Biologist  
510-286-1795  
Office of Biological Sciences and Permits  
District 4, Oakland

Recommended for Approval By:  Date: 10/17/2011  
John Yeakel, District Branch Chief  
(510) 286-5681  
Office of Biological Sciences and Permits  
District 4, Oakland

Approved By:  Date: 10/17/2011  
Jeffrey G. Jensen, Office Chief  
(510) 662-8729  
Office of Biological Sciences and Permits  
District 4, Oakland

## Summary

---

The California Department of Transportation (Caltrans) proposes to construct a traffic-signal and roadway-widening project in the unincorporated community of Eldridge on State Route (SR) 12 at Madrone Road at Post Mile 32.86. The purpose of the project is to enhance safety by allowing for safer turning and to help prevent broadside-type accidents caused by vehicles pulling out of Madrone Road. The project is necessary because the rate of accidents at this location is higher than the state average for similar facilities.

Caltrans will implement several measures to avoid and minimize impacts to the surrounding environment, including:

- 1) Erosion control measures, such as fiber rolls or jute netting, may be installed as necessary during the construction phase to maintain soil stability where shoulders are being widened.
- 2) Disposal of all excess soil will occur at an approved upland site.
- 3) Removal of all project-introduced materials will take place once the work is complete.
- 4) Staging areas for all equipment used on the project will occur away from waterways within Caltrans right-of-way.
- 5) Tree removal in the project area will occur between September 1 and February 15 to minimize the impacts to nesting birds. If trees and shrubs cannot be removed during this period, the contractor doing the work shall hire a qualified biologist to inspect the area for active nests before removal. Caltrans will not remove any tree containing an active nest.
- 6) The replacement ratio for the removed valley oak trees will be 3:1.

No listed species will be affected by the project.

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**Appendix A** Project Plans for Construction

**Appendix B** Plant Species in Project Area

## List of Abbreviated Terms

AC	asphalt concrete
BMP	best management practices
BSA	Biological Study Area
Caltrans	California Department of Transportation
CDFG	California Department of Fish and Game
CFR	Code of Federal Regulations
CFWS	California freshwater shrimp
CNDDDB	California Natural Diversity Database
CRLF	California red-legged frog
ESA	Endangered Species Act
FESA	Federal Endangered Species Act
ft	foot, feet
in	inch, inches
NES	Natural Environment Study
OGAC	Open-Graded Asphalt Concrete
PM	Post mile
ROW	right-of-way
SR	State Route
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

List of Abbreviated Terms

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USGS

U.S. Geological Survey

# Chapter 1 Introduction

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## 1.1 Project Location

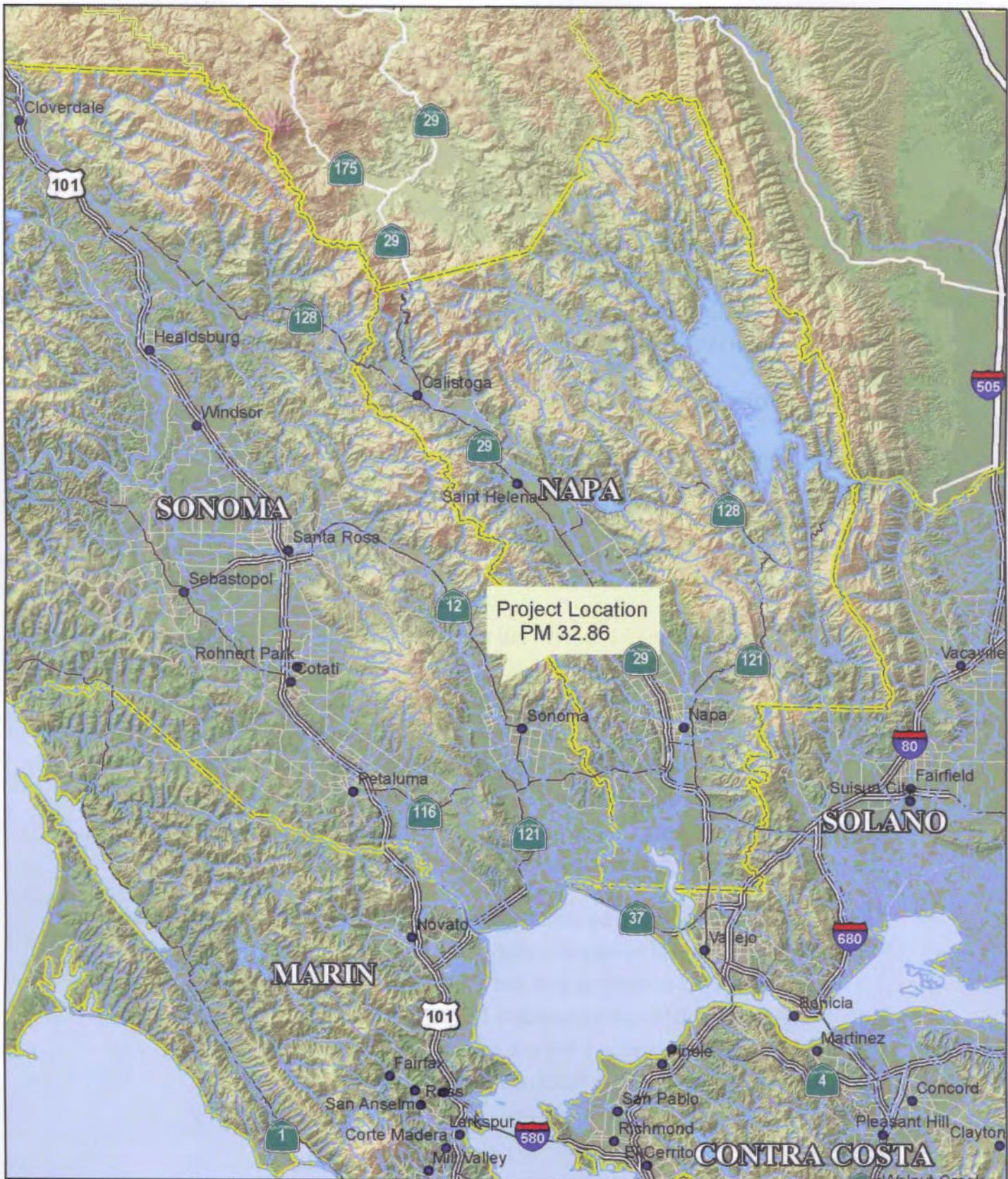
The California Department of Transportation (Caltrans) proposes to construct a traffic-signal and roadway-widening project in the unincorporated community of Eldridge on State Route (SR) 12 at Madrone Road at Post Mile (PM) 32.86 (Figure 1-1). The site is associated with the Sonoma and Glen Ellen U.S. Geological Survey (USGS) 7½ minute Quadrangles.

## 1.2 Project Description

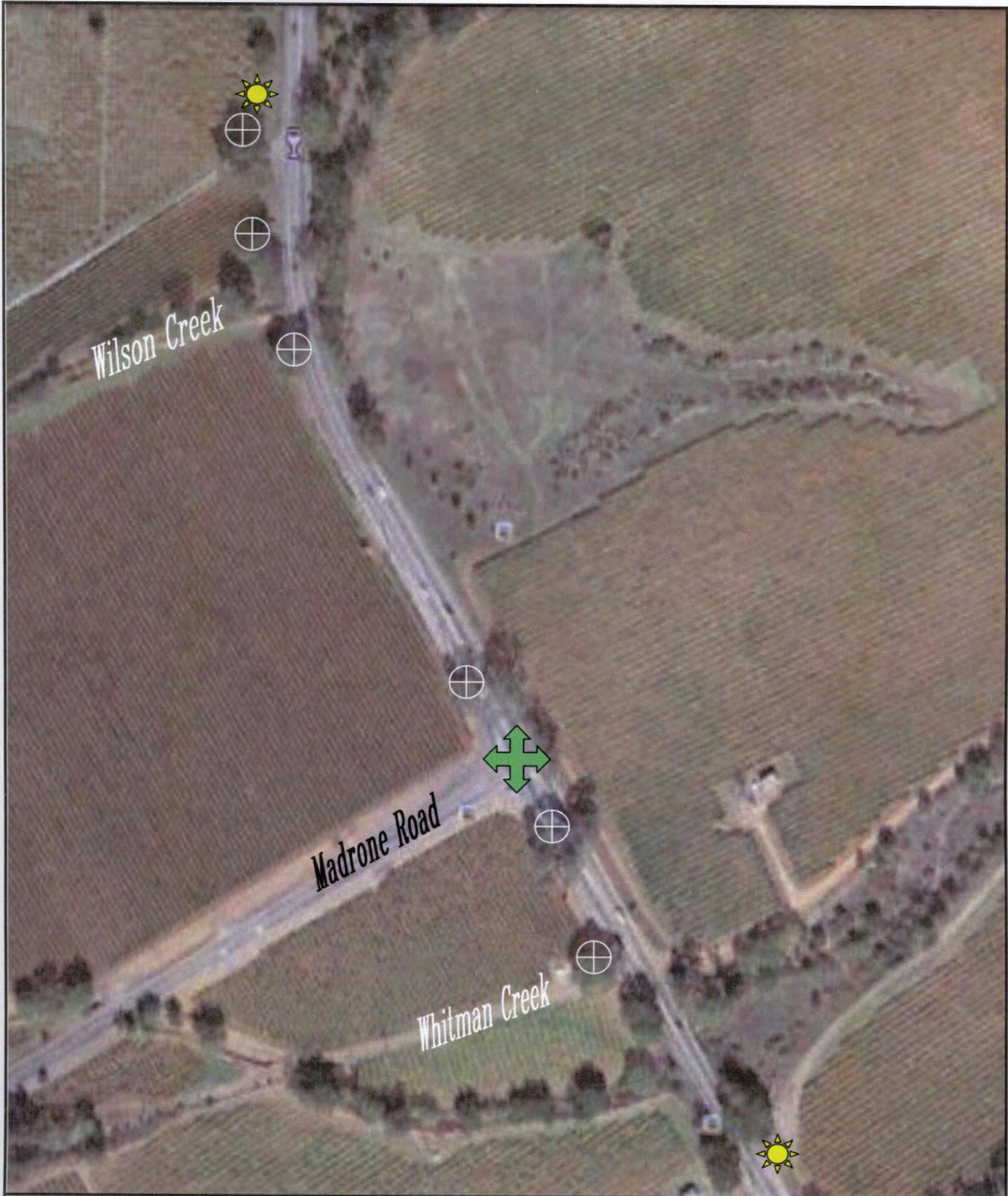
The purpose of the SR 12 at Madrone Road Signalization and Widening Project (the project) is to enhance safety by allowing for safer turning and to help prevent broadside-type accidents caused by vehicles pulling out of Madrone Road. The project is necessary because the rate of accidents at this location is higher than the state average for similar facilities.

Caltrans will install three 32-foot (ft) tall traffic signals. Two of the signals will be placed on the west side of the intersection at Madrone Road, and the third on the east side of SR 12. Holes 3 ft in diameter by 9 ft deep will be excavated with a soil auger for the footing of the signals. The signals will have push buttons for pedestrians. Two 18 ft tall flashing warning beacons will be installed; one 110 ft south of Whitman Creek on the east side of SR 12, and the second will be 50 ft north of Wilson Creek on the shoulder, on the west side of SR 12. The footings for warning beacons will require auger holes 2.5 ft in diameter and 5.0 ft deep (Figure 1-2).

Two electrical cabinets will be installed on the south-west corner of the intersection. One of the cabinets will be approximately 2 ft 6 inches (in) x 2 ft x 5 ft 6 in with an 11 ft 6 in x 4 ft x 3.5 in concrete pad, and a 2 ft 6 in x 2 ft x 1 ft 8 in deep concrete footing. Another will be approximately 1 ft 8 in x 5 ft, with a 2 ft x 1 ft 6 in x 3.5 in thick concrete pad and with a 1 ft 4 in x 1 ft x 2 ft deep concrete footing (see Appendix A, Project Plans for Construction).



**FIGURE 1-1**  
**STATE ROUTE 12 AT MADRONE ROAD**  
**PROJECT LOCATION AND TOPOGRAPHY MAP**  
**SIGNALIZATION AND WIDENING PROJECT**  
**EA 3A3300 / PROJECT ID # 04-0000-0937**  
**Sonoma County**



Trees removed  
Flashing Beacon  
Signals



**FIGURE 1-2**  
**STATE ROUTE 12 AT MADRONE ROAD – EA 3A3300**  
**AERIAL PHOTO AND PROJECT LIMITS**  
**SIGNALIZATION AND WIDENING PROJECT**  
**EA 3A3300 / PROJECT ID # 04-0000-0937**  
**Sonoma County**

One 35-ft streetlamp will be installed at the northwest corner of the intersection. The streetlamp footing is 3 ft in diameter and 5 ft deep. Two 13-ft electrical traffic signals will be installed (one will be on the northwest corner and the other one will be on the southwest corner of the intersection). The footing for the electrical signals will be 2 ft in diameter by 3 ft deep. Underground connections will be made between the electrical cabinet and the signals, and the cabinet and the street lamps. Trenching for these conduits will be approximately 2 ft 6 in deep and 6 in wide and will be made using hand tools or small excavator equipment. Electrical connections to the flashing warning beacons will be made using underground conduits and conduits attached to the sides of the culverts spanning the creeks.

The roadway will be widened up to 25 ft on the west side of SR 12 and up to 12 ft on the east side of SR 12. The existing shoulder will be saw cut and the Open-Graded Asphalt Concrete (OGAC) will be cold planed; a new pavement structural section will be constructed in the area of new widening and new Asphalt Concrete (AC) applied. The rest of the roadway will be paved with a new layer of AC. Three AC pads will extend out 5 ft from the shoulder at the same height as the shoulder. The pads will be constructed next to the traffic signals to accommodate pedestrians.

In addition, the project will construct two bus pads, one on the northbound side of SR 12 approximately 250 ft north of the intersection with Madrone and the second approximately 200 ft south of the intersection on the southbound side of SR 12. The pad is an extension of the shoulder which requires four additional feet of widening to accommodate buses pulling in. No additional sidewalk or Americans with Disabilities Act (ADA)-compliance features will be constructed.

The project will remove approximately 300 ft of existing wire fencing and replace it with new chain-link fence. Posts will be spaced 10 ft apart and will require excavation of 1 ft in diameter by 3 ft deep for each post.

Pacific Gas & Electric Company (PG&E) will be requested to move their existing utility poles approximately 20 ft farther out from the center line in order to accommodate roadway widening. Existing AT&T poles will be removed; utilities displaced will be relocated to existing underground utility ducts and vaults.

A soil berm for roadway drainage, approximately 600 ft long, will be removed and reconstructed 2 ft to 20 ft further out from the centerline than its current location on the east side of SR 12. An area up to 3 ft deep and 7 ft wide will be excavated to key in the reconstructed berm.

Eight oaks will be removed. Replacement plantings at a ratio of 3:1 will be made within the Caltrans right-of-way (ROW) on a parcel on SR 12 at PM 23.0, and other locations in the area. One off-site tree mitigation proposal for the Madrone project consists of planting 27 oaks (13 *Quercus agrifolia* and 14 *Quercus lobata*) on Parcel #24112-1, located at 2000 Summerfield Road in Santa Rosa, California. The tree pots will be located near the rear of the parcel to allow for possible future development. A temporary irrigation system will be installed for a two-year maintenance period. Plantings will only occur at locations screened by the Office of Cultural Resources.

The Office of Design will coordinate with the Office of Cultural Resources during the design phase to ensure that potential impacts to archaeological resources are minimized.

Approximately 900 cubic yards of excavated soil and OGAC will be disposed of at an approved upland location. A traffic management plan will be developed during the design phase; lane closures for night work are anticipated.

### **1.3 Impact Area and Study Area Definitions**

The project footprint, Biological Study Area (BSA), and action area are defined as follows from the least to the most inclusive: (1) project footprint—the area directly affected by the proposed action; (2) BSA—the area including the project footprint and existing or proposed ROW that was studied by the biologist; (3) action area—the area directly or indirectly affected by the proposed action and evaluated pursuant to the federal Endangered Species Act (FESA). These terms are discussed in more detail in the following sections.

#### **1.3.1 Project Footprint**

The project footprint is the area that will be directly impacted by the proposed project, i.e., impacts caused immediately and locally by the proposed project. It includes the limit of excavation and fill plus all access roads and areas required for operating, storing and refueling construction equipment. It is the maximum extent of ground disturbing activities from the various construction actions. Impacts associated with the proposed project include soil disturbances such as vegetation clearing.

#### **1.3.2 Biological Study Area**

The 1.8-acre BSA was evaluated to determine both the direct and indirect environmental effects from the proposed project. The BSA encompasses the project footprint and also includes SR 12 (PM 32.4/33.3), which with its associated traffic

will reduce the potential for biological resources (wildlife) from outside of the BSA to enter into the action area, or be affected by the proposed project.

### **1.3.3 Action Area**

The project action area is defined as the areas directly and indirectly affected by the proposed project. The action area includes the project footprint as discussed previously, and is equivalent to the BSA. Indirect effects, as defined by the FESA, are those effects that are caused by or will result from the proposed action and, although occurring later in time, are still reasonably certain to occur (50 CFR § 402.02). The direct effects from construction actions will be limited to the project footprint.

Indirect effects will be avoided through the implementation of avoidance and minimization measures including those for water quality, erosion control, species protection, and construction site Best Management Practices (BMPs).

## **1.4 Additional Construction Actions**

All construction activities will occur within the project footprint. Additional activities such as site preparation, staging, access, and detours will occur within the project footprint. Only daytime construction is anticipated.

### **1.4.1 Site Preparation**

Site preparation activities will include the establishment of staging areas, and installation of environmentally sensitive area (ESA) fencing. These activities are described in the following sections:

#### **1.4.1.1 ESTABLISH STAGING AREA**

The staging area will be located on the existing paved and unpaved shoulder of SR 12. The staging area also includes portions of SR 12 as equipment will be staged on the road as well. Access to the staging area will be made from SR 12.

#### **1.4.1.2 ENVIRONMENTALLY SENSITIVE AREA FENCING**

Prior to construction Environmentally Sensitive Areas will be established along the riparian corridor to the north and south of the project action area. High-visibility orange construction fencing will be installed along the perimeter of the work areas located adjacent to sensitive habitats to clearly delineate the extent of the construction area. The ESA fencing will prevent construction encroachment into the federal and state waters located within the action area (e.g., Wilson Creek and Whitman Creek).

Project plans will define the ESA fencing location and the fencing installation procedure. The project special provisions package will provide clear language regarding acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within sensitive areas.

## **1.5 Avoidance and Minimization Measures**

Caltrans will employ its BMPs to avoid, minimize, and prevent any potential effects on sensitive species and their potential habitat. These measures include:

- Caltrans will remove trees or shrubs between September 1 and February 15 to ensure compliance with the Migratory Bird Treaty Act.
- No work will occur in the streams, including stream bed and bank.
- Erosion control measures will be utilized throughout all phases of operation to prevent/limit silt-laden runoff from entering the stream.

As described above, environmentally sensitive areas will be established along the outside perimeter of sensitive habitats that occur in, and immediately adjacent to, the BSA.

Following the implementation of the avoidance and minimization measures there will be no indirect effects resulting from the project.

## **Chapter 2 Study Methods**

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### **2.1 Study Design**

Caltrans biologist Mr. Steven Harris searched the most current databases and existing literature, conducted field studies, and sought expert opinions to prepare this Natural Environment Study (NES).

#### **2.1.1 Database Searches and Literature Review**

The following information sources were consulted regarding special-status species potentially occurring within the project action area: (1) an up-to-date species lists from the U.S. Fish and Wildlife Service (USFWS 2011) for the Sonoma and Glen Ellen USGS 7½ minute Quadrangles; (2) an up-to-date species lists from the Rarefind 3 California Natural Diversity Database (CNDDDB) of the California Department of Fish and Game (CDFG) for local sensitive species; (3) a review of published literature about the region and the species that could potentially occur within the project site; and (4) field surveys during which the habitats present were evaluated for their suitability to support special-status species.

In reviewing all species listed by the USFWS and the CNDDDB, it was determined that some species will receive no further consideration because their required habitat does not exist in or close to the BSA, and the species do not have the potential to move across the site. Table 2-1 summarizes the potential for regional sensitive species to occur in the project action area. The rationale for determining the potential for selected species to be impacted by the project is also provided in Table 2-1.

#### **2.1.2 Field Research**

Caltrans biologist Steven Harris and Caltrans Environmental Planner Mr. Oliver Iberien surveyed the site in August 2011. Caltrans biologists also surveyed the site in June 2011. Caltrans biologists assessed the project site for potential impacts to biological resources associated with construction and maintenance work.

**Table 2-1 Project Study Area Sensitive Species Table**

Scientific Name	Common Name	Status <sup>1</sup>	Habitat Present/Absent <sup>2</sup>	Probability of Species Presence/Absence	Rationale
<b>Amphibians</b>					
<i>Rana draytonii</i>	Foothill red-legged frog	FT	A	Low probability.	Current habitat; dry, agricultural, and disturbed roadside.
<i>Rana boylei</i>	Foothill yellow-legged frog	SSC	A	Low probability.	Current habitat; dry, agricultural, and disturbed roadside.
<b>Birds</b>					
<i>Strix occidentalis caurina</i>	Northern spotted owl	FT	P	Low probability.	Current habitat; agricultural and disturbed roadside –May roost in trees near project while hunting
<b>Invertebrates</b>					
<i>Syncaris pacifica</i>	California freshwater shrimp	FE, SE	A	Low probability.	Current habitat; dry, agricultural, and disturbed roadside. ESAs will prevent impacts to off-site streams.
<b>Mammals</b>					
<i>Antrozous pallidus</i>	Pallid bat	SSC	A	Low probability.	Current habitat; open agricultural and disturbed roadside.
<b>Plants</b>					
<i>Alopecurus aequalis</i> var. <i>sonomensis</i>	Sonoma alopecurus	FE	P	No probability.	Current habitat; agricultural and dry disturbed roadside. Species requires freshwater marsh habitat.
<i>Ceanothus sonomensis</i>	Sonoma Ceanothus	SSC	A	No probability.	Current habitat; agricultural and disturbed roadside. Species occurs in chaparral vegetation communities.

## Notes:

<sup>1</sup> Status codes:

FC = Federal Candidate

FE = Federal Endangered

FSC = Federal Species of Concern

FT = Federal Threatened

CNPS = California Native Plant Society

SE = State Endangered

SLC = Species of Local Concern

SR = State Rare

SSC = State Species of Special Concern

ST = State Threatened

<sup>2</sup> A = Absent; no further work needed.

P = Present; general habitat is present and species may be present.

## **Chapter 3 Environmental Setting**

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### **3.1 Environmental Setting**

The project is located in Sonoma County in an area called the Valley of the Moon. This valley extends between the town of Kenwood on the north, and Sonoma on the south. On the east side of the valley, the Sonoma-Napa Mountain Range separates the Valley of the Moon from Napa Valley. On the west side, the Sonoma Mountain Range separates the Valley of the Moon from the Santa Rosa Plain.

The Valley of the Moon is an agricultural community dominated by the viniculture industry. Other land uses are small farms, pasture, and medium density housing. The landscape surrounding the valley is mountainous terrain and remains mostly undeveloped rangeland, natural wildlands, scattered vineyards, and affluent home sites. The various plant communities that form the natural wildlands of the area form a mosaic pattern on the landscape. This mosaic landscape is characteristic of the coastal ranges of northern California. Some of these plant communities include mixed evergreen forests, Douglas fir forest, oak-bay-madrone woodlands, oak woodlands, oak savanna, annual grasslands, and chaparral.

### **3.2 Physical Conditions**

#### **3.2.1 Climate:**

The climate in this area is typical of northern California's Mediterranean climate with warm summers and comparatively warm wet winters. The average annual air temperature (Sonoma County) is 14° C to 16° C (58°F to 60°F), the average frost-free period is 250 to 270 days, and the average annual rainfall is 63.5 to 90.0 cm (25 to 35 in) (Miller 1972).

#### **3.2.2 Soils**

Historically, the soils in the area are a result of deposition on flood plains, alluvial fans, and low terraces. The soils within the project area are predominately well-drained to excessively drained sandy loams (Goulding Cobbly Clay Loam, 2-75 percent slopes), and well drained clay loams (Red Hill Clay Loam, 0-9 percent slopes).

The project site is bordered by Wilson Creek north of the project, and Whitman Creek South of the project.

### 3.3 Biological Conditions in the Biological Study Area

#### 3.3.1 Vegetation

Plant communities in the area include valley and coast live oak woodlands, mixed annual and perennial grasslands, riparian habitat of Wilson Creek (north of the project) and Whitman Creek (south of the project; vegetation at both creeks consists mostly of native trees and shrubs), and disturbed agricultural and roadside habitats with ruderal vegetation. A table of native and non-native species found in roadside habitats in the area is included in Appendix B.

There are mostly weedy species present within the project area, but there were some valley oaks (*Quercus lobata*), Oregon ash trees (*Fraxinus latifolia*), and a buckeye (*Aesculus californica*). The species of grasses and forbs in the open spaces are very ruderal (indicative of disturbed areas) including chicory (*Cichorium intybus*), prickly lettuce (*Lactuca serriola*), slender wild oats (*Avena barbata*), perennial rye grass (*Lolium perenne*), summer mustard (*Hirschfeldia incana*), horseweed (*Conyza bonariensis*), English plantain (*Plantago lanceolata*), yellow star-thistle (*Centaurea solstitialis*), barley (*Hordeum* sp.), greater periwinkle (*Vinca major*), and knotweed (*Polygonum* sp.).

Three vegetation communities occur near the BSA. One community consists of upland habitat adjacent to the roadway and is dominated by ruderal (disturbed) exotic annual grasses, herbs and shrubs. The second community consists of annual grassland and oak woodland outside of Caltrans ROW. The third community consists of riparian habitat of Wilson Creek, north of the project, and Whitman Creek South of the project. Both creeks consist mostly of native trees and shrubs.

#### 3.3.2 Wildlife

Regional Species and Habitats of Concern:

In September 2011 Caltrans biologist Steve Harris obtained from the USFWS website a list of federal listed species that may be affected by projects within the Glen Ellen and Sonoma 7½ minute USGS Quadrangles. Special-status animals that have been observed in the region are California freshwater shrimp (CFWS; *Syncaris pacifica*), listed as endangered by the state of California and the federal government, and the California red-legged frog (CRLF; *Rana aurora draytoni*), federally listed as threatened.

**California freshwater shrimp** prefer habitat that consist of: streams 30 - 90 cm (12 - 36 in) in depth, with exposed roots of trees such as alder (*Alnus spp.*) and willow (*Salix spp.*) along undercut stream banks with overhanging woody debris, stream vegetation, or vines such as blackberry (*Rubis discolor*), stinging nettles (*Urtica diorca*), vine maple (*Acer cincatum*) and mint (*Acanthomintha spp.*) (USFWS 2011).

The project will not cause any impact to the preferred habitats of the CFWS.

The closest documented occurrence of CFWS is 0.57 mile to the west in Sonoma Creek.

**California red-legged frog** prefers a fairly distinct habitat, combining both specific and riparian components. The adults require dense, shrubby, or emergent riparian vegetation closely associated with deep (greater than 2.25 ft deep) still or slow moving water (USFWS 2011).

These conditions do not exist in the project area.

The closest documented occurrence of CRLF is in a pond five miles west of the project site, within the Santa Rosa Plain watershed.

## **Chapter 4 Biological Resources, Discussion of Impacts and Mitigation**

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### **4.1 Sensitive Species Potentially in the Project Area**

Sensitive species recorded in the CNDDDB that have been observed in the area around the project site are displayed in Figure 4-1.

There are not any listed species that will be affected by the proposed project.

### **4.2 Cumulative Effects (FESA)**

Cumulative effects are defined in 50 CFR 402.02 as “those effects of future State or private activities, not involving Federal activities that are reasonably certain to occur within the action area of the Federal action subject to consultation.” There are no State or private activities currently planned for the project action area. Continuing activities are the use and maintenance of the roadway. The proposed project will not result in cumulative effects to listed plants and wildlife.



**FIGURE 4-1**  
**STATE ROUTE 12 AT MADRONE ROAD – EA 3A3300**  
**CNDDb MAPPING OF SPECIAL STATUS SPECIES**  
**SIGNALIZATION AND WIDENING PROJECT**  
**EA 3A3300 / PROJECT ID # 04-0000-0937**  
**Sonoma County**

## **Chapter 5** Permits and Technical Studies for Special Laws or Conditions

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This project will not require any permits from the CDFG, USFWS, or the U.S. Army Corps of Engineers.

Caltrans will remove trees or shrubs between September 1 and February 15 to ensure compliance with the Migratory Bird Treaty Act.

## Chapter 6 References

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- California Department of Fish and Game (CDFG). 2011. California Natural Diversity Database (CNDDDB), Rarefind 3. Habitat Conservation Division, Sacramento, California.
- Miller, Vernon C. 1972. *Soil Survey of Sonoma County, California*. United States Department of Agriculture, Soil Conservation Service, Washington, DC. 1972, 100 pp.
- U.S. Fish and Wildlife Service (USFWS). 2011. "Make a Species List and Letter" Web site. Sacramento Office. Online: [http://www.fws.gov/sacramento/es/spp\\_lists/species\\_lists\\_instructions.htm](http://www.fws.gov/sacramento/es/spp_lists/species_lists_instructions.htm). Accessed July 2011.

**M e m o r a n d u m***Flex your power!  
Be energy efficient!*

**To: VALERIE SCHEARER**  
Branch Chief  
Environmental Analysis

**Date:** June 13, 2011  
**File:** 04-SON-12  
PM 32.86 and  
Off-Site Tree Planting

**From: LISSA MCKEE EAM**  
Branch Chief, North Counties  
Office of Cultural Resource Studies

**EA:** 3A3304  
**Project ID:** 0400000937

**Subject:** Cultural Resources review for the Madrone Signalization and Widening, Eldridge and Tree Replacement Planting (Summerfield Road and Sumner Lane Santa Rosa), Santa Rosa, Sonoma County.

Caltrans proposes to install three traffic signals and widen the roadway for a project in the unincorporated community of Eldridge at the intersection of SON-12 and Madrone Road at post mile (PM) 32.86. Additionally, in order to replace nine oak trees proposed to be removed, Caltrans proposes to plant twenty-seven trees at an off-site location in Santa Rosa. *This review is designed to ensure that this undertaking is carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) as delegated on behalf of the Federal Highway Administration (FHWA), to provide project oversight according to the January 2004 Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA).*

Pursuant to the PA, Caltrans Professionally Qualified Staff (PQS) Boris Deunert and Greg Collins 2006 issued a screening memorandum for the work proposed at the intersection of SON-12 and Madrone Road project location, but due to a change in scope which includes the take of property, an extended utility easement area, an off-site planting location, and a change in funding sources, environmental review is required again for the newly defined project. An additional screening memo was issued on March 1, 2010 by Caltrans PQS Kirsten Green and Christopher Caputo for the tree replacement planting project. Despite this environmental clearance, the proposed off-site planting location has been changed, again triggering this revised environmental review.

The widening and signalization proposed at the intersection of SON-12 and Madrone Road requires the minor utility relocation, the installation of two 18-foot-tall flashing warning beacons (one 110 feet south of Whitman Creek on the east side of the roadway and the second 50 feet north of Wilson Creek in the road shoulder on the west side of the roadway), resurfacing of the roadway, and construction of a bus pad on the northbound side of the roadway. The off-site tree replacement planting includes the planting of twenty-seven trees at a ratio of 3:1 to compensate for two trees to be removed at the Madrone location as well as seven trees that were removed for

a project located at SON-116 at Vine/Mueller (PM 22.5, EA 2A9201). The proposed planting location is situated on a parcel adjacent to the intersection of Summerfield Road and Sumner Lane in Santa Rosa (parcel 24112-1). Much of the proposed associated project activities will occur within the existing or non-operating right of way. However, right of way acquisition is proposed to occur at the Madrone portion of the project. Acquisition would entail approximately a 30-foot-wide and 600-foot-long area adjacent to existing right of way on the southbound side of SON-12 in order to accommodate roadway widening at the southbound right-hand turn from SON-12 onto Madrone and the right-hand turn from Madrone onto southbound SON-12. Additional acquisition would include a 10-foot-wide and 75-foot-long area on the northbound side of SON-12 for the proposed bus pad. Temporary construction easements would be required for approximately 5 feet beyond the proposed right of way. Additionally, utility easements are proposed that extend outside of the area originally subjected to environmental review (Deunert and Collins 2006) to approximately 20 feet beyond the proposed take on the southbound side of SON-12.

A review of the submitted request for environmental review, project plans (dated 20 December 2010), (District 4 Office of Cultural Resources Studies (OCRS) files and maps, aerial photographs, a records search at the Northwest Information Center (NWIC) (NWIC file #s 10-0578 and 10-0753), and a field review was conducted by Caltrans OCRS Professionally Qualified Staff (PQS): Christopher Caputo, Principal Investigator, Prehistoric Archaeology; or Benjamin Harris Co-Principal Investigator, Historical Archaeology; or Frances Schierenbeck, Architectural Historian in compliance with the PA.

The records search results coupled with the information provided by the OCRS database revealed that portions of the Madrone area of the APE within the existing Caltrans right of way had been subject to surface survey on five separate occasions, each time with negative results (Collins and Deunert 2006; Hayes and Nelson et al. 1995; Holson and Pape 1989; Moratto 1973; Watts 1979). The NWIC and OCRS database search results indicated that the Santa Rosa portion of the APE had not been surveyed for cultural resources.

A pedestrian field review of the APE within the current Caltrans right-of-way and the area of the proposed right of way take and utility easement locations at the Madrone location and the Santa Rosa parcel was conducted on February 23 and June 10, 2011. No cultural resources were located as a result of this survey. At the Madrone and SON-12 intersection, sensitivity for buried archaeological deposits is considered low based landform (early to late Pleistocene alluvial deposits) and both current and previous survey results. Based on map research (USGS 1916 and 1954), which indicated that the building or structure was built between approximately 1920 and 1950, it was determined that the potential for encountering a historic-era building or structure or its remains at the Santa Rosa portion of the APE was high. Upon field review, no historic-period buildings or structures were located; however, the depression of a building or structure was evident on the ground surface. Map research did not support the potential for encountering buried archaeological deposits such as artifact filled wells or privies, plus the lack of any associated historic-era artifacts, and the nature of the undertaking, enabled a determination that the depression is exempt from further review pursuant to the PA, Stipulation VII and Attachment 4, Properties exempt from evaluation, under the category of **Property Type 1: Minor, ubiquitous or fragmentary infrastructure elements** (foundations and mapped locations of buildings or

structures more than 50 years old with few or no associated artifacts or ecofacts, and with no potential for subsurface archaeological deposits).

Due to the nature of the undertaking, it has been determined that the project has no potential to affect cultural resources and is exempt from further review pursuant to the PA, Stipulation VII. The undertaking has been screened and determined to be exempt under **Class 1** (Pavement reconstruction, resurfacing, shoulder backing, or placement of seal coats), **Class 3** (Channelization of intersections or addition of auxiliary lanes), **Class 6** (Minor utility installation or relocation), **Class 11** (Modification of existing features, such as slopes, ditches, curbs, sidewalks, driveways, dikes, or headwalls, within or adjacent to the right of way), **Class 13** (Addition or replacement of devices, such as glare screens, median barriers, fencing, guardrails, safety barriers, energy attenuators, guide posts, markers, safety cables, ladders, lighting, hoists, or signs) and **Class 20** (Modification of traffic control systems or devices utilizing existing infrastructure, including installation, removal, or modification of regulatory, warning, or informational signs or signals) **Class 25** (Establishment, replacement, or removal of landscaping, vegetation, or irrigation systems on state or local public property, including highway and local roads rights of way and building sites) of Attachment 2, "Screened Undertakings" in the PA.

No further archaeological or architectural history studies are required at this time. Additional studies may be required if project plans change. If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find. If there are any questions about the content of this memo or project related items please call Lissa McKee at 510-622-5458 or [Lissa\\_McKee@dot.ca.gov](mailto:Lissa_McKee@dot.ca.gov) or Christopher Caputo at 510-622-8709 or [Christopher\\_Caputo@dot.ca.gov](mailto:Christopher_Caputo@dot.ca.gov).

CC: Landscape Architecture/Design files; OCRS files; Environmental Analysis, Planning files

## Memorandum

*Flex your power!  
Be energy efficient!*

**To:** Oliver Iberian, Associate Environmental Planner  
Department of Transportation, District 4  
Office of Environmental Planning

**Date:** March 21, 2011

**File:** Son-12; EA 3A3300

**From:** Marty Hogan, Associate Landscape Architect  
Department of Transportation, District 4  
Office of Landscape Architecture

**Subject:** **Visual Impacts and Mitigation**

The proposed highway improvements include new traffic signals at the Madrone Road intersection, widening the shoulders near the intersection from 6 to 8 feet and minor widening of the right-hand shoulder on Madrone Road. These highway improvements will not have a significantly negative visual impact on the area.

Two (2) valley oaks on the west edge of the highway (southbound) at Madrone Road will be removed, however, these trees have been severely pruned over the years for overhead power lines and this has diminished the scenic value of the trees. Road widening on SR 116 at Vine/Mueller will eliminate seven (7) additional oaks. Although not considered visually significant, these trees will also be mitigated for at a 3:1 ratio. The removal of these trees will not have a significant negative impact on the area.

To mitigate for the loss of these nine (9) trees, an offsite location (Parcel #24112-1 located at the intersections of Summerfield Road and Sumner Ave. in Santa Rosa) will provide mitigation planting. These oaks will be planted near the rear of the parcel to avoid any possible future conflicts in the event of building construction. The parcel is already an open field with scattered oaks and pines neighboring similar adjacent properties. This will be considered an aesthetic improvement for the parcel.

c: Susan Lindsay, Senior Landscape Architect, District 4, Office of Landscape Architecture

**NOTE:**

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	12	32.86		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

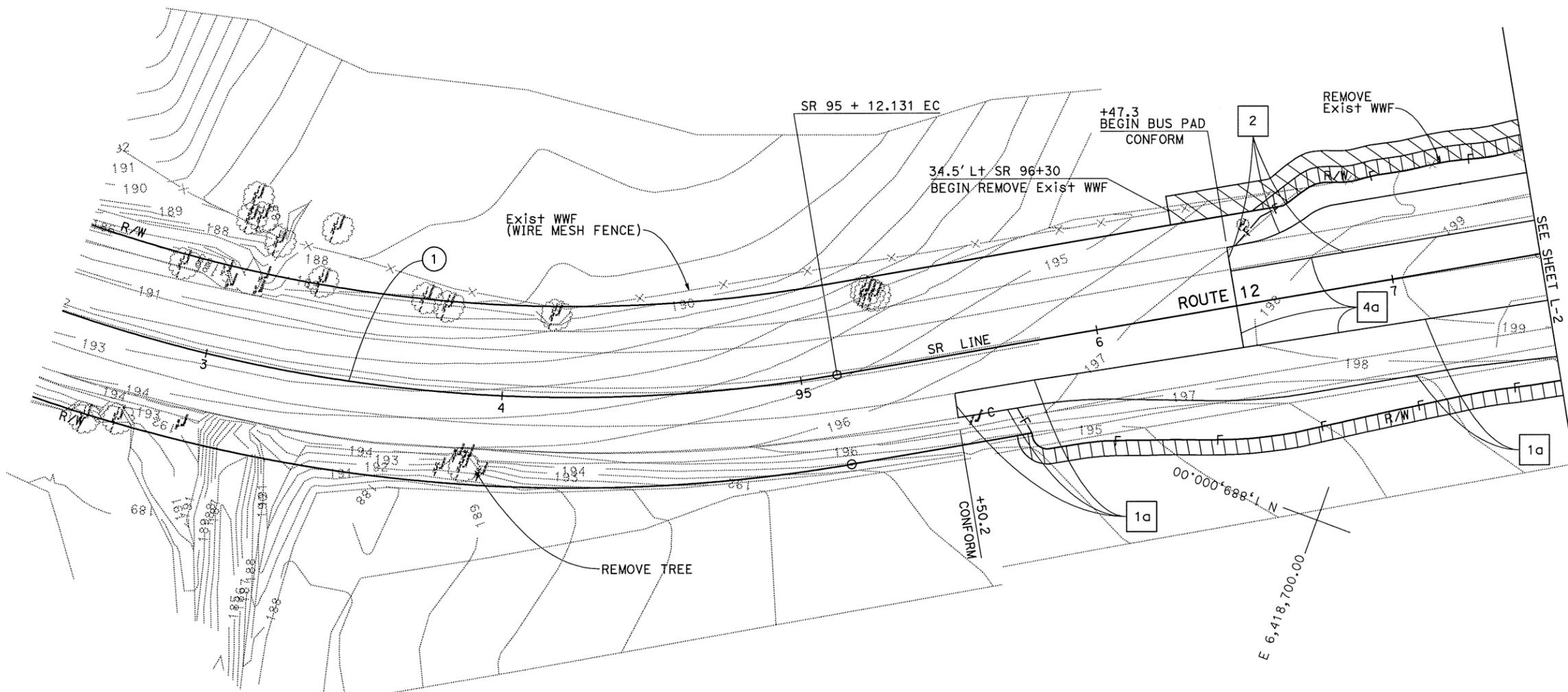
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**CURVE DATA**

No.	R	Δ	T	L	N-COORDINATE	E-COORDINATE
①	525.00'	31° 11' 23.6"	146.53'	285.79'	1888138.9420	6419106.0150
②	5000.00'	3° 27' 49.3"	151.18'	302.27'	1889547.6210	6423454.6020

**LEGEND:**

- No. STRUCTURAL SECTION NUMBER
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT DRAINAGE EASEMENT



**NOTE:**

1. COORDINATE VALUES SHOWN ARE CCS 83 ZONE 2.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**St. Kittans**  
 DESIGN  
 FUNCTIONAL SUPERVISOR: GEORGE LO  
 CALCULATED/DESIGNED BY: HUNG C. HSU, LLEWELLYN CHAN  
 CHECKED BY: BER-LIN WEI  
 REVISIONS: REVISOR, DATE, REVISIONS, DATE, REVISIONS, DATE

**LAYOUT**  
SCALE: 1" = 20'

**L-1**

**NOTE:**

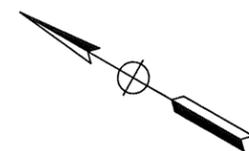
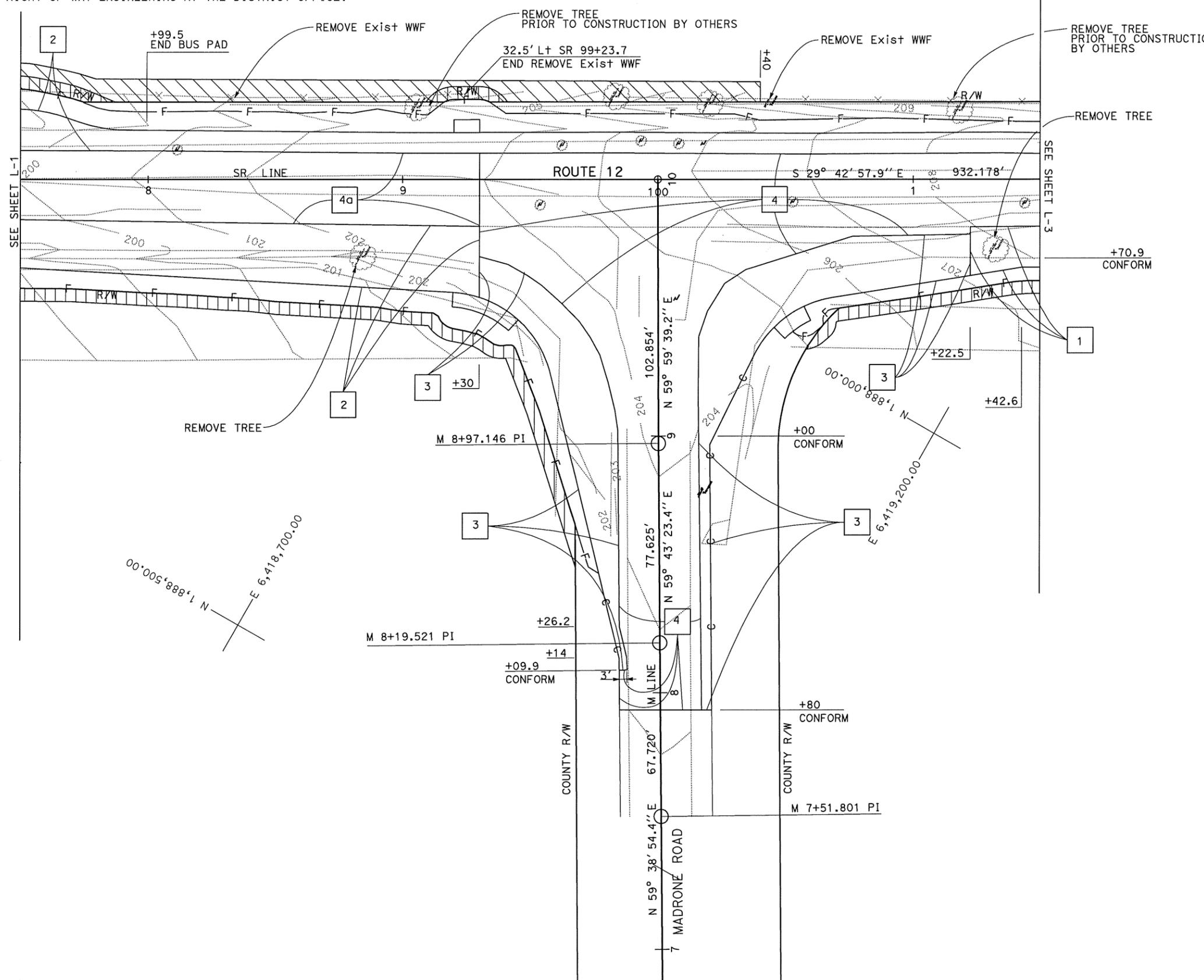
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	12	32.86		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS  
OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
THE ACCURACY OR COMPLETENESS OF SCANNED  
COPIES OF THIS PLAN SHEET.



**LAYOUT**  
SCALE: 1" = 20'

**L-2**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
DESIGN

FUNCTIONAL SUPERVISOR  
GEORGE LO

CALCULATED-  
DESIGNED BY  
CHECKED BY

HUNG C. HSU  
LLEWELLYN CHAN  
BER-LIN WEI

REVISED BY  
DATE REVISED

x

x

x

x

x

**NOTE:**

FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	12	32.86		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS  
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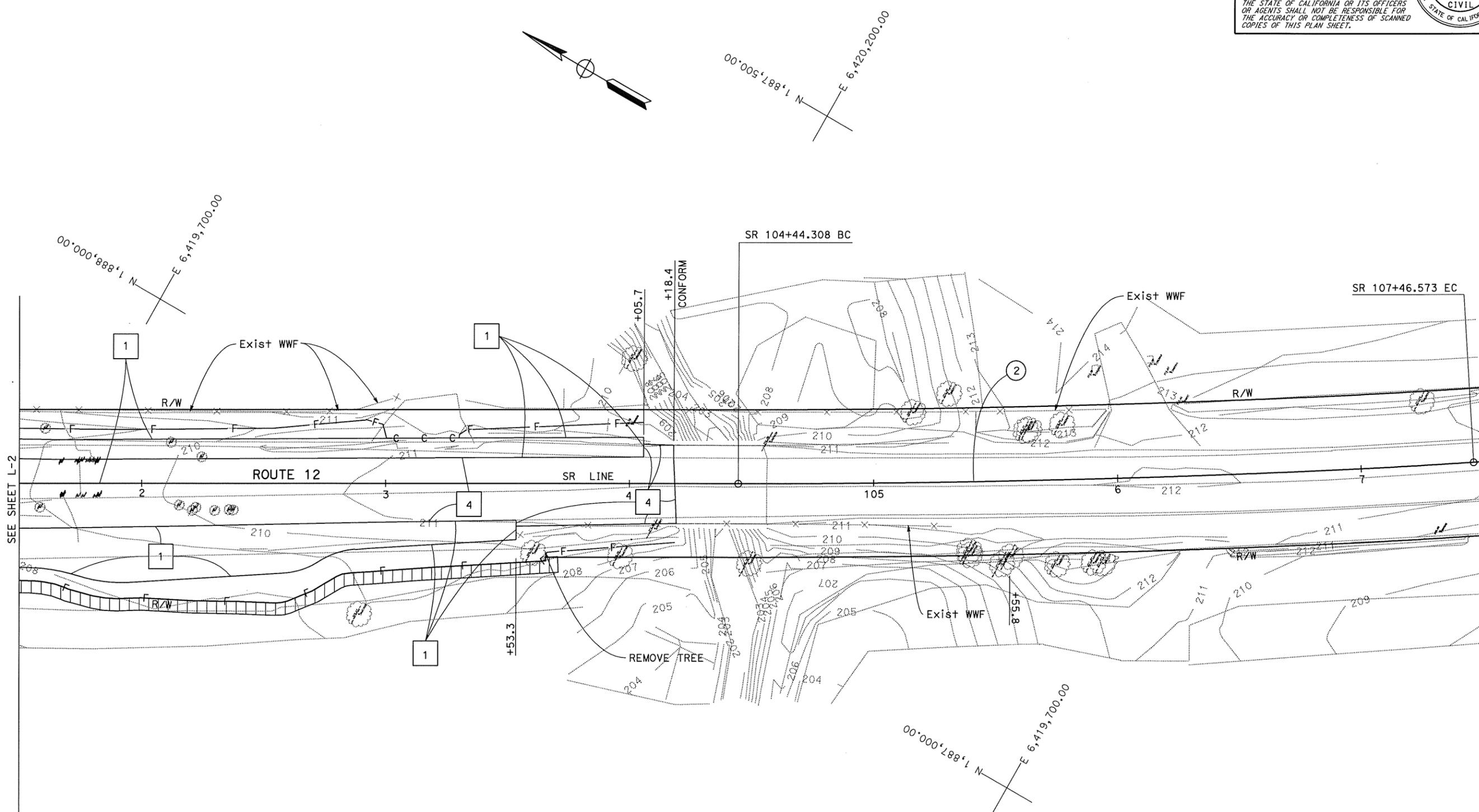
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
DESIGN

FUNCTIONAL SUPERVISOR  
GEORGE LO

CALCULATED-  
DESIGNED BY  
CHECKED BY

HUNG C. HSU  
LLEWELLYN CHAN  
BER-LIN WEI

REVISED BY  
DATE REVISED



SEE SHEET L-2

FOR NOTES, ABBREVIATIONS  
AND LEGEND, SEE SHEET L-1

**LAYOUT**  
SCALE: 1" = 20'

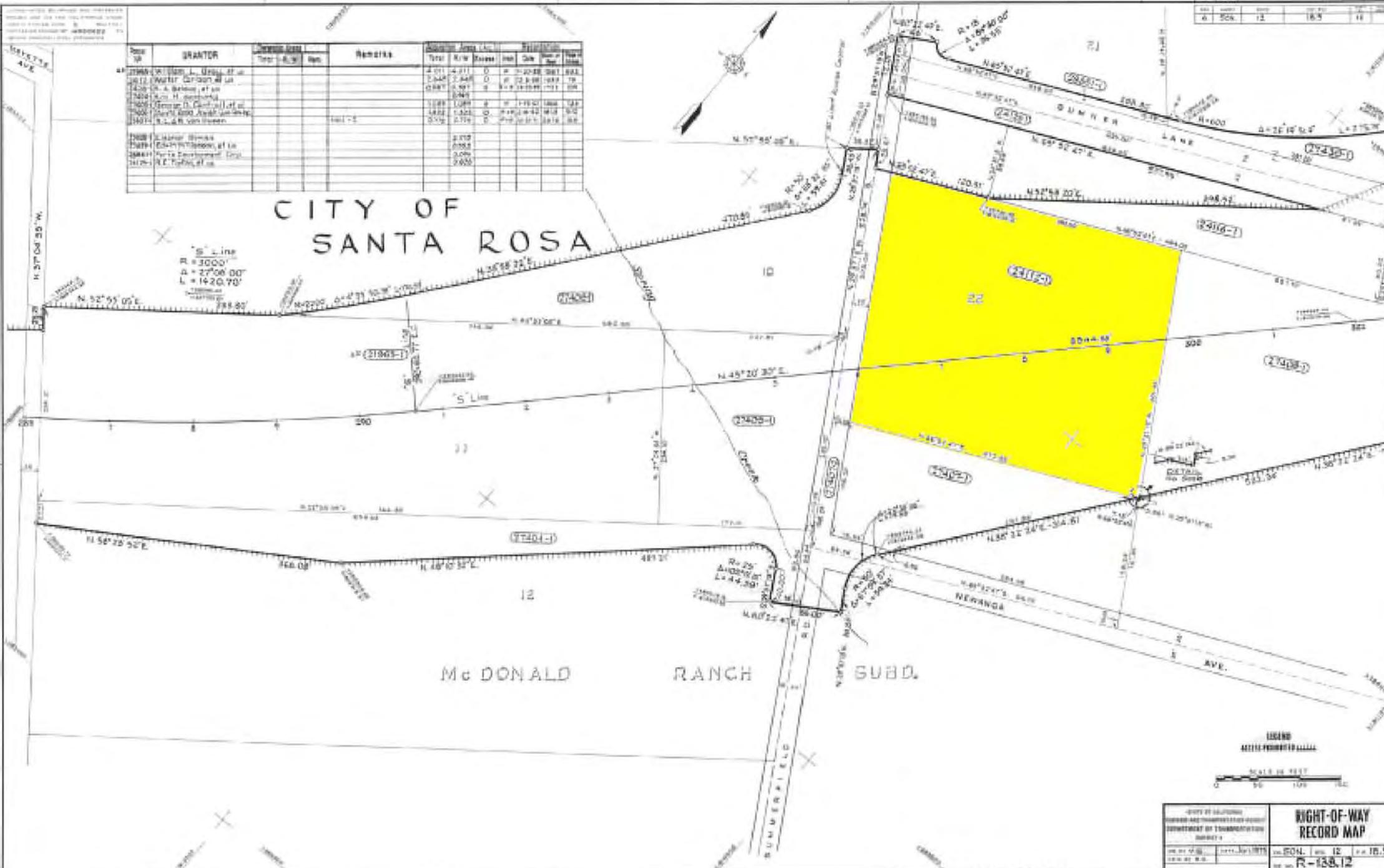
**L-3**

California 9-91

RECORD MAP NO. 138,12  
 COUNTY OF CALIFORNIA  
 COUNTY OF YUBA

Roll No.	GRANTOR	ACRES GRANTED	REMARKS	Original Area		Subtract		Residual	
				Total	Less	Total	Less	Total	Less
17988	William L. Gray, et al	4.011		4.011	0	0	0	4.011	0
18012	Water Control, et al	2.544		2.544	0	0	0	2.544	0
18028	W. A. Brown, et al	0.887		0.887	0	0	0	0.887	0
18034	W. H. Anderson	1.089		1.089	0	0	0	1.089	0
18035	George D. Cantrell, et al	1.482		1.482	0	0	0	1.482	0
18074	W. A. Brown, et al	2.172		2.172	0	0	0	2.172	0
18081	W. A. Brown, et al	3.095		3.095	0	0	0	3.095	0
18126	R. C. Taylor, et al	2.650		2.650	0	0	0	2.650	0

CITY OF SANTA ROSA



S. Line  
 R = 3000'  
 Δ = 27°06'00"  
 L = 1420.70'



CITY OF CALIFORNIA  
 COUNTY OF YUBA  
 COUNTY OF YUBA  
 DEPARTMENT OF TRANSPORTATION  
 COUNTY OF YUBA

**RIGHT-OF-WAY RECORD MAP**

Roll No. 138,12  
 Sheet 12 of 16.5  
 R-138,12

R138016

**PG&E Gas and Electric  
Advice Filing List  
General Order 96-B, Section IV**

AT&T	Dept of General Services	Northern California Power Association
Alcantar & Kahl LLP	Douglass & Liddell	Occidental Energy Marketing, Inc.
Ameresco	Downey & Brand	OnGrid Solar
Anderson & Poole	Duke Energy	Praxair
BART	Economic Sciences Corporation	R. W. Beck & Associates
Barkovich & Yap, Inc.	Ellison Schneider & Harris LLP	RCS, Inc.
Bartle Wells Associates	Foster Farms	Recurrent Energy
Bloomberg	G. A. Krause & Assoc.	SCD Energy Solutions
Bloomberg New Energy Finance	GLJ Publications	SCE
Boston Properties	GenOn Energy, Inc.	SMUD
Braun Blaising McLaughlin, P.C.	Goodin, MacBride, Squeri, Schlotz & Ritchie	SPURR
Brookfield Renewable Power	Green Power Institute	San Francisco Public Utilities Commission
CA Bldg Industry Association	Hanna & Morton	Seattle City Light
CLECA Law Office	Hitachi	Sempra Utilities
CSC Energy Services	In House Energy	Sierra Pacific Power Company
California Cotton Ginners & Growers Assn	International Power Technology	Silicon Valley Power
California Energy Commission	Intestate Gas Services, Inc.	Silo Energy LLC
California League of Food Processors	Lawrence Berkeley National Lab	Southern California Edison Company
California Public Utilities Commission	Los Angeles Dept of Water & Power	Spark Energy, L.P.
Calpine	Luce, Forward, Hamilton & Scripps LLP	Sun Light & Power
Cardinal Cogen	MAC Lighting Consulting	Sunrun Inc.
Casner, Steve	MBMC, Inc.	Sunshine Design
Center for Biological Diversity	MRW & Associates	Sutherland, Asbill & Brennan
Chris, King	Manatt Phelps Phillips	Tabors Caramanis & Associates
City of Palo Alto	McKenzie & Associates	Tecogen, Inc.
City of Palo Alto Utilities	Merced Irrigation District	Tiger Natural Gas, Inc.
City of San Jose	Modesto Irrigation District	TransCanada
City of Santa Rosa	Morgan Stanley	Turlock Irrigation District
Clean Energy Fuels	Morrison & Foerster	United Cogen
Coast Economic Consulting	Morrison & Foerster LLP	Utility Cost Management
Commercial Energy	NLine Energy, Inc.	Utility Specialists
Consumer Federation of California	NRG West	Verizon
Crossborder Energy	NaturEner	Wellhead Electric Company
Davis Wright Tremaine LLP	Navigant Consulting	Western Manufactured Housing Communities Association (WMA)
Day Carter Murphy	Norris & Wong Associates	eMeter Corporation
Defense Energy Support Center	North America Power Partners	
Department of Water Resources	North Coast SolarResources	