

155 Grand Avenue, Suite 800
Oakland, CA 94612
United States
T + 1.510.251.2888
www.jacobs.com

Subject Draft State Route 1 Bridge Rail Replacement Project (04-OP960) – Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination

Prepared For: Arnica MacCarthy/California Department of Transportation, Office of Environmental Analysis

Prepared By: Hannah Minderhout/Jacobs Engineering Group Inc.

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1. Introduction

Jacobs Engineering Group Inc. (Jacobs) has prepared this Section 4(f) Evaluation Technical Memorandum (TM) for the California Department of Transportation (Caltrans) in tandem with the State Route (SR) 1 Bridge Rail Replacement Project (the Project) Draft Initial Study with Proposed Negative Declaration (Caltrans 2023). This TM provides the documentation to support determinations required to comply with the provisions of United States (U.S.) Code (USC) Title 23, Section 138 and 49 USC 303, hereafter referred to as Section 4(f).

This TM has been prepared in accordance with the legislation established under the U.S. Department of Transportation Act of 1966 (23 USC 138 and 49 USC 303). Additional guidance was obtained from Federal Highway Administration's (FHWA's) Technical Advisory T6640.8A (FHWA 1987) and *Section 4(f) Policy Paper* (FHWA 2012).

1.1 Section 4(f) Overview

Section 4(f), codified in federal law in 49 USC 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f)-protected resources include publicly owned parks; recreational areas of national, state, or local significance; publicly owned school playgrounds, wildlife, or waterfowl refuges; or lands from a historic site of national, state, or local significance.

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project requiring the use of publicly owned park land, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

1.2 Section 4(f) Use Definitions

When a project is adjacent to or on a property protected under Section 4(f), the impacts of the project must be evaluated. Section 4(f) defines the impact level by types of "use." These "uses" occur when any of the conditions discussed in the following subsections are met.

1.2.1 Permanent/Direct Use

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a transportation facility. Permanent use may occur as a result of partial or full acquisition or a permanent easement that allows permanent access onto the property for maintenance or other transportation-related purposes.

1.2.2 Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the project's proximity results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.

1.2.3 Temporary Occupancy

A temporary use of a Section 4(f) resource results when Section 4(f) property is required for project construction-related activities, the property is not permanently incorporated into a transportation facility, and the activity is not considered adverse by the agency with jurisdiction in terms of the preservation purpose of Section 4(f).

Temporary impacts on a Section 4(f) property may trigger the application of Section 4(f). Code of Federal Regulations (CFR) Title 23, Section 774.13(d) defines the following five temporary occupation exception criteria that must be met to determine that a temporary occupancy does not rise to the level of permanent/direct or constructive use for the purposes of Section 4(f):

- Duration is temporary (that is, the occupancy is shorter than the time needed for construction of the project and there is no change in ownership of the property).
- Scope of work is minor (that is, the nature and magnitude of the changes to the Section 4[f] properties are minimal).
- No permanent adverse physical impacts or permanent interference with the protected activities, features, or attributes of the property are anticipated.
- The property is restored to the same or better condition that existed prior to the project.
- Agreement from the appropriate federal, state, or local officials having jurisdiction over the property regarding the previously listed conditions is documented.

1.2.4 *De Minimis* Impact Determinations

When impacts on a Section 4(f) property are minor, as agreed to by the agency with jurisdiction over that property, Section 4(f) regulations can be satisfied through a *de minimis* determination.

De minimis impact is defined in 23 CFR 774.17 as follows:

- For parks, recreational areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).
- For historical sites, *de minimis* impact means that Caltrans has determined that, in accordance with 36 CFR 800, no historical property is affected by the Project or the Project would have “no adverse effect” on the property in question. The SHPO and Advisory Council on Historic Preservation, if involved, must be notified that Caltrans intends to enter a *de minimis* finding for properties where the project results in “no adverse effect.”
- The officials with jurisdiction must concur in writing with a *de minimis* determination. For recreational or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the SHPO is required.

2. Project Description

The Project proposes to replace and upgrade the existing bridge railings to meet current Caltrans standards at four bridges on SR 1 in Marin County (Figure 1). The Project comprises the following bridges:

1. Coyote Creek Bridge/Location 1 (Bridge No. 27-0018) at Post Mile (PM) 0.42
2. Eskoot Creek Bridge/Location 2 (Bridge No. 27-0077) at PM 12.37
3. Olema Creek Bridge South/Location 3 (Bridge No. 27-0020) at PM 22.81
4. Olema Creek Bridge North/Location 4 (Bridge No. 27-0021) at PM 22.96

Coyote Creek Bridge/Location 1 has metal beam guardrail (MBGR), while the other three locations have concrete baluster barriers. The Project would replace the existing bridge rail systems at Coyote Creek Bridge/Location 1, Olema Creek Bridge South/Location 3, and Olema Creek Bridge North/Location 4 with a see-through barrier California Type ST-75. The existing bridge rail system at Eskoot Creek Bridge/Location 2 would be replaced with Concrete Barrier Type ST-85 SW (Modified). The entirety of SR 1 in Marin County is listed as being eligible for designation as a State Scenic Highway. Because of this eligibility designation, a see-through bridge railing was chosen to preserve the scenic qualities of SR 1. Coyote Creek Bridge/Location 1 is proposed to be widened by 2 feet on both sides, which would include widening of the abutments and modifying the existing wingwalls. Eskoot Creek Bridge/Location 2 is proposed to be widened by 2 feet, 1 inch on both sides. Olema Creek Bridge South Location 3 is proposed to be widened by 1 foot and 5 inches on both sides and the existing wingwall at the southbound departure would be modified. Olema Creek Bridge North/Location 4 is proposed to be widened by 8 inches on both sides. The widening is required to avoid narrowing the existing lane widths, while accommodating the updated American Association of State Highway and Transportation Officials (AASHTO) Manual for Assessing Safety Hardware (MASH) compliant barriers, which are wider than older bridge rails. The widening of these bridges would not widen the lane or shoulder widths.

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SR 1 is a paved, two-lane roadway with 9- to 12-foot-wide lanes and up to 8-foot-wide shoulders. It is anticipated that the Project would require temporary construction easements (TCEs) outside of Caltrans right-of-way (ROW) at Coyote Creek Bridge/Location 1 and Olema Creek Bridge North/Location 4.

SR 1 is a coastal highway connecting the communities in the region and serves as a major route for tourism. Tourist attractions in the area include Golden Gate National Recreation Area (GGNRA), Point Reyes National Seashore, Mount Tamalpais State Park, and Stinson Beach. SR 1 in Marin County is listed as being eligible for designation as a State Scenic Highway.

The Project would require TCEs which are temporary ROW acquisitions for construction-related activities occurring outside Caltrans ROW (Table 1).

Table 1. Right of Way Acquisition

Location	Marin County Assessor Parcel Number	Easement Type	Approximate Size (acre)
Coyote Creek Bridge/Location 1	N/A Tennessee Valley Rd.	TCE	0.025
Coyote Creek Bridge/Location 1	052-061-10	TCE	0.013
Coyote Creek Bridge/Location 1	052-061-10	TCE	0.023
Coyote Creek Bridge/Location 1	052-061-10	TCE	0.006
Coyote Creek Bridge/Location 1	052-061-08	TCE	0.002
Coyote Creek Bridge/Location 1	N/A Tennessee Valley Rd	TCE	0.017
Coyote Creek Bridge/Location 1	052-062-05	TCE	0.008
Coyote Creek Bridge/Location 1	052-061-03	TCE	0.005
Olema Creek Bridge North/Location 4	166-240-22	TCE	0.089

Source: Marin County 2020

Note:

TCE = temporary construction easement

Three of these TCEs would affect Section 4(f) properties since they would be required during construction activities along SR 1. The TCEs at Coyote Creek Bridge/Location 1 would be required for staging and access to the bridge abutments and wingwalls. The TCE at Olema Creek Bridge North/Location 4 would be required for staging. Therefore, all three TCEs would only result in short-term, temporary impacts.

The Project would be funded by the State Highway Operation and Protection Program (SHOPP) under program code 201.112 (Bridge Rehabilitation and Reconstruction) for the 2019/2024 program period. SHOPP is California’s “fix-it-first” program, which funds the repair and protection of the State Highway System, safety improvements, and some highway operational improvements. The Project total cost estimate, including capital and support costs, is approximately \$14,681,000.

2.1 Purpose and Need

The purpose of the Project is to upgrade bridge railing systems to comply with the design and installation standards outlined in the AASHTO *Manual for Assessing Safety Hardware* (MASH), thereby protecting the traveling public by enhancing the reliability of the bridge railings.

The Project is needed to meet current Caltrans bridge railing safety standards. Safety standards for highway design consider speed, transportation modes, surrounding land use, size of current vehicles using the road, and the required safe distances between motorized and non-motorized traffic. The four bridges range from 61 to 90 years old. Modern vehicles travel at higher speeds than vehicles that were on the road at the time the bridges were constructed. Therefore, the bridge railings at these four locations need to be upgraded to comply with the design and installation standards outlined in the AASHTO MASH to reduce the potential for accidents to happen to the traveling public.

3. Description of Section 4(f) Resources

As part of this Section 4(f) evaluation, a 0.5-mile radius was developed around the four bridge locations, to include the locations where TCEs would be required, to determine if any Section 4(f) resources are located within the Project vicinity and if the Project would “use” these properties (Figures 2-4). The following 13 public parks are located within the 0.5-mile radii around the four bridge locations:

- Charles F. McGlashan Pathway
- Mill Valley/Sausalito Path
- Bothin Marsh
- Hawk Hill
- Kay Park
- Golden Gate National Recreation Area
- Stinson Beach
- Mount Tamalpais State Park
- Upton County Beach
- Bolinas Lagoon
- Village Green
- Point Reyes National Seashore
- Samuel P. Taylor State Park

Also, within the 0.5-mile radii around Olema Creek Bridge South/Location 3 and Olema Creek Bridge North/Location 4 is a historic district:

- Olema Valley Dairy Ranches Historic District

Also, within the 0.5-mile radii around Eskoot Creek Bridge/Location 2, Olema Creek Bridge South/Location 3, and Olema Creek Bridge North/Location 4 are several National Park Service Trails:

- Matt Davis Trail
- Dipsea Trail
- Willow Camp Fire Road
- Rift Zone Trail
- Olema Valley Trail

Also, within the 0.5-mile radius around Eskoot Creek Bridge/Location 2 is a California State Parks Trail:

- Matt Davis Trail

Additionally, within the 0.5-mile radius around Eskoot Creek Bridge/Location 2 is the following California Marine Protected Area:

- Greater Farallones National Marine Sanctuary

With the exception of the Charles F. McGlashan Pathway, the Point Reyes National Seashore, and the Olema Valley Dairy Ranches Historic District, none of the above Section 4(f) resources are within the Project footprint, nor would they be affected by the Project.

Table 2 lists the two bridge locations where potential effects on a Section 4(f) resource could occur because of construction activities. Olema Creek Bridge North/Location 4 consists of one TCE; however, two different agencies have overlapping jurisdiction over that TCE. Therefore, it is listed twice in Table 2 to capture the Section 4(f) determination under both the National Park Service (NPS) and the SHPO. At Olema Creek Bridge North/Location 4, the TCE is a total of 0.089-acre; of the total 0.089-acre, 0.048-acre is under the jurisdiction of SHPO, and 0.085-acre is under the jurisdiction of NPS. The table lists the recreational facility and the agency with jurisdiction, and whether the work location would “use” the applicable Section 4(f) property (Figures 2 and 4).

3.1 Park/Recreation Resources

3.1.1 Charles F. McGlashan Pathway – Marin County Parks

The Charles F. McGlashan Pathway is a 0.6-mile pathway that offers easy access to people of all abilities and fitness levels. The pathway is constructed out of asphalt and boardwalk and offers scenic views of Coyote Creek. Its trail end points are the Mill Valley/Sausalito Path at Coyote Creek, and the Tennessee Valley Road and Marin Avenue intersection (MCP 2021).

3.1.2 Point Reyes National Seashore – National Park Service

Point Reyes National Seashore encompasses approximately 71,000 acres, with approximately 150 miles of hiking trails for public use in West Marin County (NPS 2022). The Five Brooks trailhead is the nearest trailhead, approximately 0.2 mile to the west of SR 1.

3.2 Historic Resources

3.2.1 Olema Valley Dairy Ranches Historic District – State Historic Preservation Officer

The Olema Valley Dairy Ranches Historic District is located in a portion of West Marin County's grassy rolling hills and coastal scrub with ranches and dairy farms, where cows have grazed since the 1850s. The 14,127-acre Olema Valley Dairy Ranches Historic District, located in the Point Reyes National Seashore and Golden Gate National Recreation Area and administered by the National Park Service, lies between Bolinas and Point Reyes Station. The Olema Valley Dairy Ranches Historic District was formally listed on the National Register of Historic Places on April 9, 2018, and includes 19 properties operated by tenants or families beginning in 1856. The ranching history in the Olema Valley runs deep; by the 1870s, these ranches catapulted Marin County to the forefront of California's butter and cheese production. The Olema Valley Dairy Ranches Historic District reflects more than a century of change and modernization in the dairy industry, including the evolution from original, wood-frame, milking barns to concrete, Grade A, sanitary barns of the 1940s.

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Table 2. Section 4(f) Resources Located within 0.5-Mile Radius of the Project and Preliminary Section 4(f) Impact Determination

Section 4(f) Resource – Agency with Jurisdiction	Location (Post Mile)	Project Location (Figure 3)	Resource Type	Nature of Proposed Construction	Dimension of “Use” (acres)	Anticipated Section 4(f) Impact
Charles F. McGlashan Pathway – Marin County Parks	SR 1 PM 0.42, west of southbound lane	Coyote Creek Bridge/Location 1	County Park	Bridge Rail Replacement	0.03 acre for bridge access.	<i>De minimis</i>
Charles F. McGlashan Pathway – Marin County Parks	SR 1 PM 0.42, west of southbound lane	Coyote Creek Bridge/Location 1	County Park	Bridge Rail Replacement	0.018 acre for staging.	<i>De minimis</i>
Point Reyes National Seashore – National Park Service	SR 1 PM 22.96, west of southbound lane	Olema Creek Bridge North/Location 4	National Park	Bridge Rail Replacement	0.085 acre for staging.	<i>De minimis</i>
Olema Valley Dairy Ranches Historic District – State Historic Preservation Officer	SR 1 PM 22.96, west of southbound lane	Olema Creek Bridge North/Location 4	Historic District	Bridge Rail Replacement	0.048 acre for staging.	No use

4. Impacts on Section 4(f) Properties

4.1 Park/Recreation Resources

4.1.1 Charles F. McGlashan Pathway – Marin County Parks

IMPACT: The Project would require two TCEs along SR 1 at PM 0.42 (Coyote Creek Bridge/Location 1) that cross the Charles F. McGlashan Pathway (Figure 2). These two TCE locations consist of dirt, gravel, and asphalt. The Charles F. McGlashan Pathway would remain open and accessible to the public during construction; therefore, recreational uses of the Charles F. McGlashan Pathway would not be reduced.

PRELIMINARY USE DETERMINATION: Based on the previous Impact paragraph, although bridge access and staging during construction would temporarily require a TCE, which is a temporary use under Section 4(f), this evaluation concludes with a preliminary determination of *de minimis* impact for the Project at this location. The attributes and features of the Charles F. McGlashan Pathway, such as recreational activities that qualify the pathway for protection under Section 4(f), would not be adversely impacted; the Project would not affect accessibility to the pathway or permanently impact recreational functions or activities of the pathway.

4.1.2 Point Reyes National Seashore – National Park Service

IMPACT: The Project would require one TCE for staging west of the southbound lane along SR 1 at PM 22.96 (Olema Creek Bridge North/Location 4) (Figure 4). This TCE location consists of gravel and dirt, that is relatively flat and previously disturbed. It is located in forested area, where no public use of the park exists. No visibility of this area is available from recreational portions (e.g., hiking trails) of the Point Reyes National Seashore. Therefore, no recreational amenities are located in the impacted area and there would be no reduction in recreational uses.

PRELIMINARY USE DETERMINATION: Based on the Impact paragraph, although staging during construction would temporarily require a TCE, which is a temporary use under Section 4(f), the evaluation concludes with a preliminary determination of *de minimis* impact for the Project at this location. The attributes and features of Point Reyes National Seashore, such as hiking, wildlife viewing, and picnicking, which qualify Point Reyes National Seashore for protection under Section 4(f), would not be adversely impacted; the Project would not affect accessibility, impact visual resources, cause substantial noise, or impact recreational functions or activities at the Point Reyes National Seashore.

4.2 Historic Resources

4.2.1 Olema Valley Dairy Ranches Historic District – State Historic Preservation Officer

IMPACT: The Project would require one TCE for staging west of the southbound lane along SR 1 at PM 22.96 (Olema Creek Bridge North/Location 4) (Figure 4). The TCE location consists of gravel and dirt that is relatively flat and previously disturbed. It is located in a forested area where no public use of the Olema Valley Dairy Ranches Historic District exists. The four bridges are not contributors to the historic district and there is no potential for the Project to impact the historic district's contributing resources or alter the integrity of the district. The historic district will continue to convey its historic significance.

SR 1 would remain a rural and scenic two-lane highway with narrow shoulders and the alignment of the highway would remain unchanged. Therefore, SR 1 would remain a contributing feature of this historic

district and there would be no reduction in the historic significance of the Olema Valley Dairy Ranches Historic District.

PRELIMINARY USE DETERMINATION: Based on the Impact paragraph, although staging during construction would temporarily require a TCE, which is a temporary use under Section 4(f), the evaluation concludes with a preliminary determination of "no use" impact for the Project at this location. The attributes and features of Olema Valley Dairy Ranches Historic District, such as historic properties that qualify the historic district for protection under Section 4(f), would not be adversely impacted; the Project would not affect accessibility, and SR 1 would remain a contributing feature of this historic district. Therefore, the Project would not impact the historic properties of the Olema Valley Dairy Ranches Historic District.

4.3 Conclusion

In conclusion, the Project implementation would result in minimal encroachment on protected Section 4(f) resources, which constitute uses of Section 4(f) properties. These uses of Section 4(f) properties would not result in any impacts on recreational attributes or features of these protected Section 4(f) resources. The Project would preserve the structural integrity of SR 1 highway within the Project corridor. In addition, the Project would help maintain safe, uninterrupted access and connectivity for the public's continued use of the public parks, beaches, and recreational resources evaluated in this TM.

5. Measures to Minimize Harm to Section 4(f) Resources

Advanced planning was conducted, and the Project has been designed to incorporate Project Features (PFs), and Avoidance and/or Minimization Measures (AMMs) that were included in the Draft Initial Study with Proposed Negative Declaration to minimize potential impacts within the Project corridor. The following measures would reduce and avoid and/or minimize potential impacts to Section 4(f) recreational resources (Table 2).

Table 2. Project Features and Avoidance and Minimization Measures

Resource Area	Project PF and AMM Reference	Project Feature and Avoidance and/or Minimization Measure
Aesthetics	AMM-AES-1	Selection of Staging Areas: Ensure that the establishment of staging areas would not require the removal of any but weedy nonnative vegetation or cause the compaction of any tree roots.
Aesthetics	AMM-AES-2	Selection of Materials: In conjunction with the Office of Landscape Architecture, select materials and Project components appropriate for the visual character of the location and to maintain corridor consistency.
Aesthetics	PF-AES-1	Temporary Fencing: Use temporary exclusion fencing to protect the roots and canopies of nearby trees from construction-related activities.
Aesthetics	PF-AES-2	Construction Equipment and Materials Storage: Construction equipment and materials would be stored in staging areas beyond the direct view of the traveling public and residential properties to the greatest extent feasible.
Aesthetics	PF-AES-3	Nightwork: For nightwork, limit construction lighting to the Project footprints for construction-related activities, and use directional lighting, shielding, and other measures as needed to minimize light trespass to adjacent businesses, residences and to the traveling public.

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Resource Area	Project PF and AMM Reference	Project Feature and Avoidance and/or Minimization Measure
Aesthetics	PF-AES-4	Vegetation Impacts and Protection: Reduce impacts to vegetation to the greatest extent possible while allowing the Project to be implemented. Vegetation to remain would be protected from construction activities by temporary fencing when vegetation is close to construction-related activities.
Aesthetics	PF-AES-5	Revegetate and Reseed Disturbed Areas: Revegetate disturbed areas with commercially available, locally appropriate, native seed mix and apply erosion control seeding and similar measures to all areas of disturbance where they are beyond paved areas.
Aesthetics	PF-AES-6	Tree Pruning: Where the pruning of trees is required to accommodate construction operations, pruning must be under the supervision of a licensed arborist.
Air Quality	PF-AQ-1	Dust Control Measures: Implement dust control measures to minimize airborne dust and soil particles generated from construction-related activities, including watering or applying dust palliative to disturbed areas, preventing and promptly removing trackouts on SR 1 affected by construction traffic, and covering soils or materials or providing adequate freeboard (space from the top of the material to the top of the truck) during transport.
Air Quality	PF-AQ-2	Construction Vehicles and Equipment: Maintain and tune the construction vehicles and equipment in accordance with manufacturer's specifications.
Air Quality	PF-AQ-3	Limit Idling: Limit idling times either by shutting construction-related equipment off when not in use or reducing the maximum idling time to 5 minutes.
Energy	PF-ENERGY-1	Recycle Waste and Materials: Recycle nonhazardous waste and excess construction materials offsite to reduce disposal, if feasible.
Noise	AMM-NOISE-1	<p>Construction Noise Levels: The following measures would be implemented to reduce noise levels during construction where feasible:</p> <ul style="list-style-type: none"> • The Contract Specifications would include a Special Provision requiring Noise Monitoring and Noise Control Measures. Measures would include a temporary noise barrier and other methods, as follows: <ul style="list-style-type: none"> – Provide public outreach or a communication plan for residents, businesses, and others to get accurate project information. – Locate staging and storage areas away from residential areas. – Consider reducing impact of detours. – Use quieter alternative construction-related equipment. – Prevent idling of construction-related equipment near sensitive receptors. – Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine within the Project footprint without the appropriate muffler. – If feasible, use solar or electricity as a power source instead of diesel generators.
Noise	PF-NOISE-1	Nighttime Construction. Construction noise levels are not to exceed 86 dBA L_{max} at 50 feet from the Project footprint from 9:00 p.m. to 6:00 a.m. per 2018 Caltrans Standard Specifications, Section 14-8.02.

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Resource Area	Project PF and AMM Reference	Project Feature and Avoidance and/or Minimization Measure
Recreation	AMM-REC-1	Temporary Fencing: Before starting construction, temporary fencing would be installed at the staging area located approximately 0.5-mile south of Eskoot Creek Bridge/Location 2 at PM 12 to prevent construction equipment or personnel from entering the Golden Gate National Recreation Area. The final Project plans will depict the exact location of where this temporary fencing will be installed and how it will be assembled/constructed. The SSPs will clearly describe acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within the temporarily fenced area. The temporary fencing will be removed when the staging area is no longer needed for Project construction.
Transportation	PF-TRANS-1	Traffic Management Plan: A TMP would be prepared prior to the beginning of construction and in consultation with the appropriate agencies to avoid or minimize potential impacts to transportation. The TMP would identify traffic delays and alternate detour routes for emergency and medical vehicles associated with essential public services during full closure of SR 1 or one-way alternating traffic control and would provide notifications and instructions for rapid response or evacuation in the event of an emergency. The TMP would aid in coordinating and providing further safety measures for those accessing SR 1 within the Project limits during construction and would provide priority to emergency vehicles during traffic control.
Utilities and Service Systems	PF-UTIL-1	Trash Management: All food-related trash items, such as wrappers, cans, bottles, and food scraps, will be disposed of in closed containers and removed by the contractor at least once daily from the Project limits. A trash reduction system would also be developed by the contractor, approved by Caltrans, and implemented per the Caltrans NPDES Permit and San Francisco RWQCB Cease and Desist Order.

6. Coordination

Per California Environmental Quality Act Section 15073, Caltrans will circulate the Draft Initial Study with Proposed Negative Declaration (Caltrans 2023) for public review for 30 days. Caltrans will consider the comments and respond to them after the 30-day public review period.

Caltrans will coordinate with Marin County Parks and National Park Service regarding the preliminary *de minimis* finding made in this TM, as well as all advanced Project designs with respect to the affected parks and trails in Marin County.

Before finalizing the *de minimis* impact determination in this TM, Caltrans will prepare a public notice and provide the public an opportunity to review and comment on the preliminary *de minimis* impact finding during a 30-day public review period. Public notices will include newspaper advertisements published in the *Marin Independent Journal* and notices of availability of this TM on the Caltrans Project website [District 4 Environmental Documents by County](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) (https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs).

7. List of Technical Studies and References

California Department of Transportation (Caltrans). 2023. *State Route 1 Bridge Rail Replacement Project Draft Initial Study with Proposed Negative Declaration*. April.

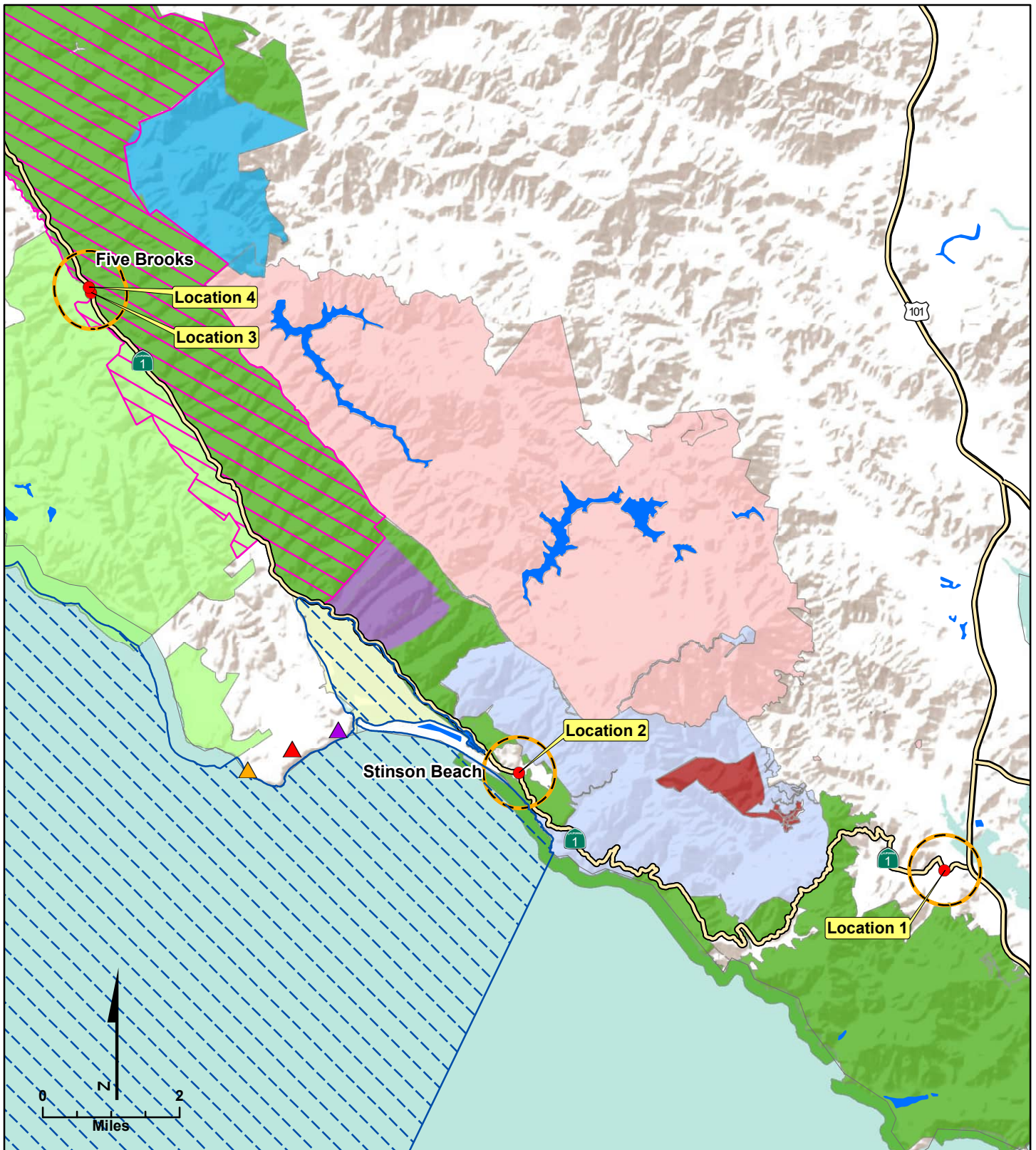
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Marin County Parks (MCP). 2021. [Charles F. McGlashan Pathway](#). <https://www.parks.marincounty.org/parkspreserves/parks/charles-f-mcglashan-pathway>. Accessed September 13, 2022.

National Park Service (NPS). 2022. [Point Reyes National Seashore](#). <https://www.nps.gov/pore/index.htm>. Accessed August 31, 2022.

Figures



LEGEND

- Project Location
- 0.5-mile from Project Footprint
- Greater Farallones National Marine Sanctuary
- Olema Valley Dairy Ranches Historic District
- Parks**
- ▲ Agate Beach County Park
- ▲ Bolinas County Park
- ▲ Quail Refuge
- Audubon Canyon Ranch
- Bolinas Lagoon Nature Preserve
- Golden Gate National Recreation Area
- Marin Municipal Water District
- Mount Tamalpais State Park
- Muir Woods National Monument
- Point Reyes National Seashore
- Samuel P. Taylor State Park



FIGURE 1
Regional Vicinity Map
 State Route 1 Bridge Rail Replacement Project
 EA 04-0P960, MRN-1-0.42/12.37/22.81/22.96
 Marin County, California



LEGEND

- Caltrans Right of Way
- Project Footprint Location 1
- 0.5-mile from Project Footprint
- Right of Way Acquisition / Temporary Construction Easement

Section 4(f) Resource

Parks and Recreation Areas

- Charles F. McGlashan Pathway
- Mill Valley/Sausalito Path
- Bothin Marsh
- National Park Service: Golden Gate National Recreation Area
- Hawk Hill
- Kay Park

Trails

- National Park Service Trails

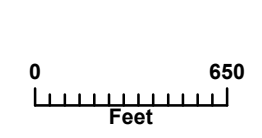
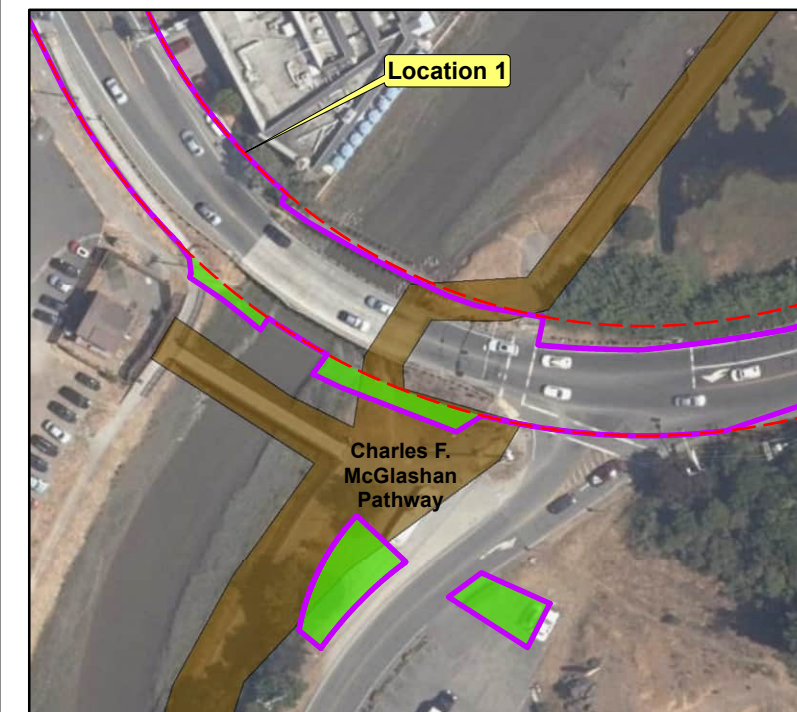
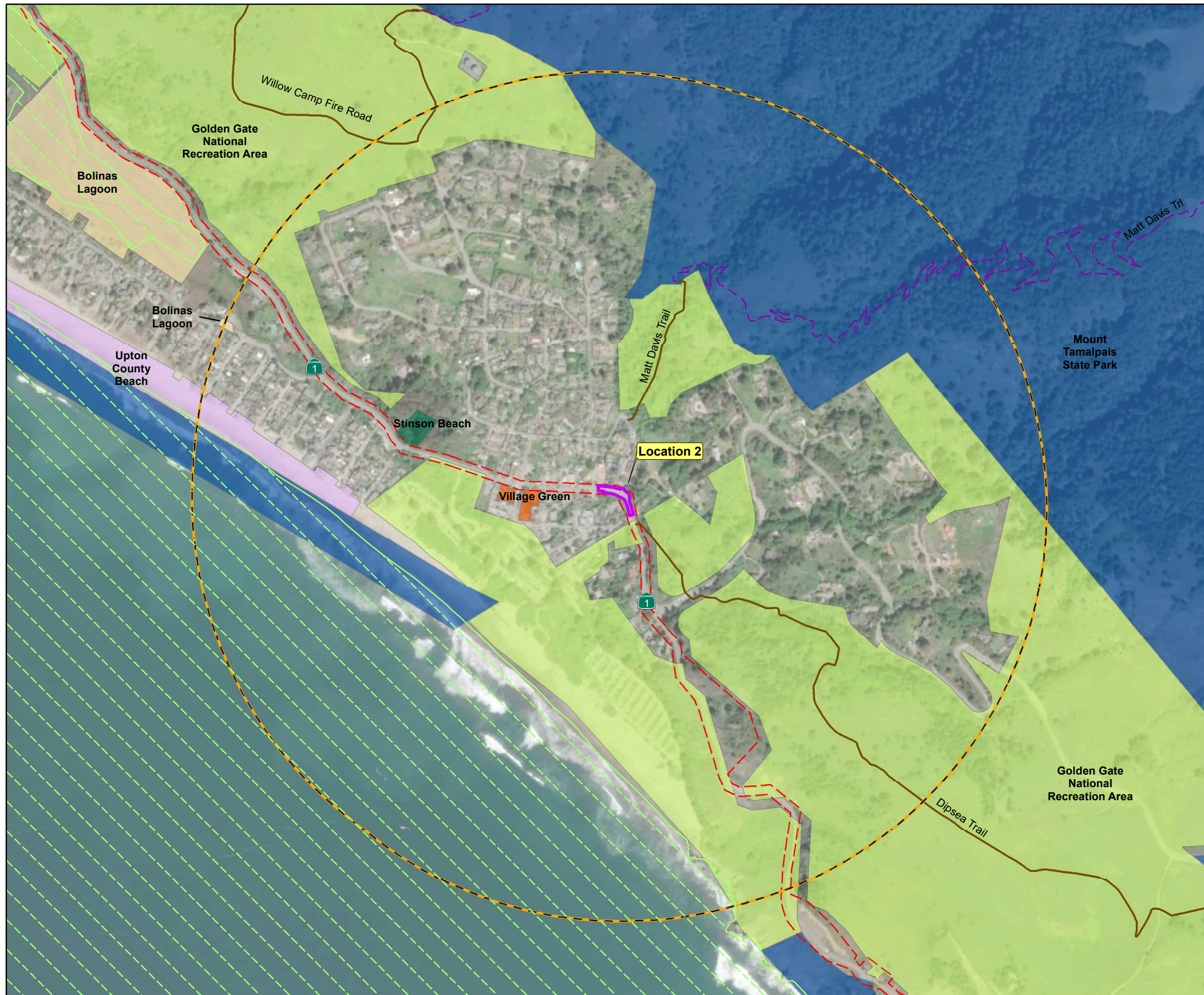


Figure 2
Section 4(f) Resources within a 0.5-Mile Radius of Location 1
 State Route 1 Bridge Rail Replacement Project
 EA 04-0P960, MRN-1-0.42/12.37/22.81/22.96
 Marin County, California



LEGEND

- Caltrans Right of Way
- Project Footprint Location 2
- 0.5-mile from Project Footprint

Section 4(f) Resource

Parks and Recreation Areas

- California Department of Fish and Wildlife
- California Department of Parks and Recreation: Mount Tamalpais State Park
- Upton County Beach
- Village Green
- Bolinas Lagoon
- National Park Service: Golden Gate National Recreation Area
- Greater Farallones National Marine Sanctuary

Trails

- National Park Service Trails
- California State Parks Trails

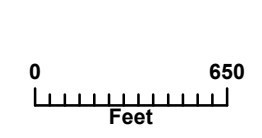
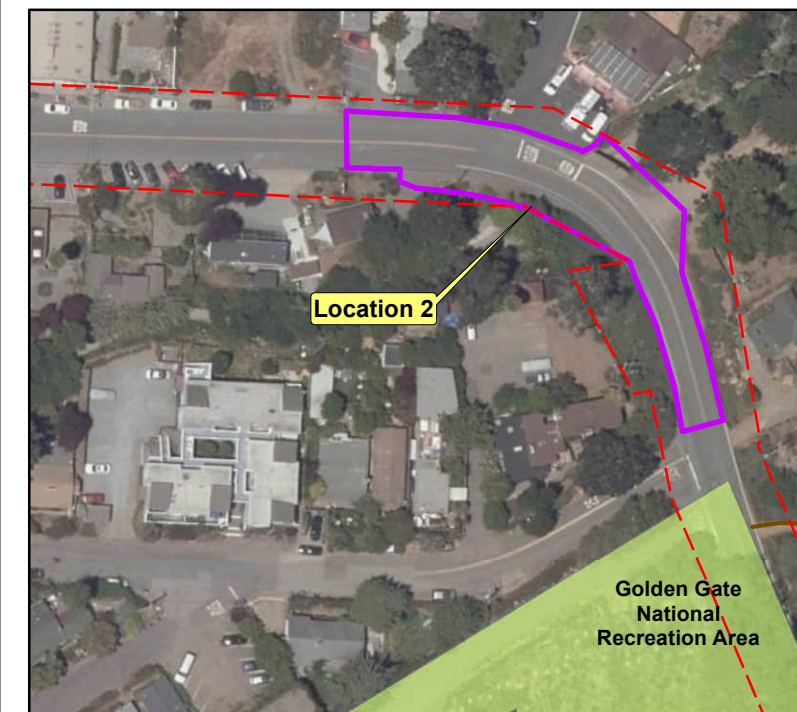
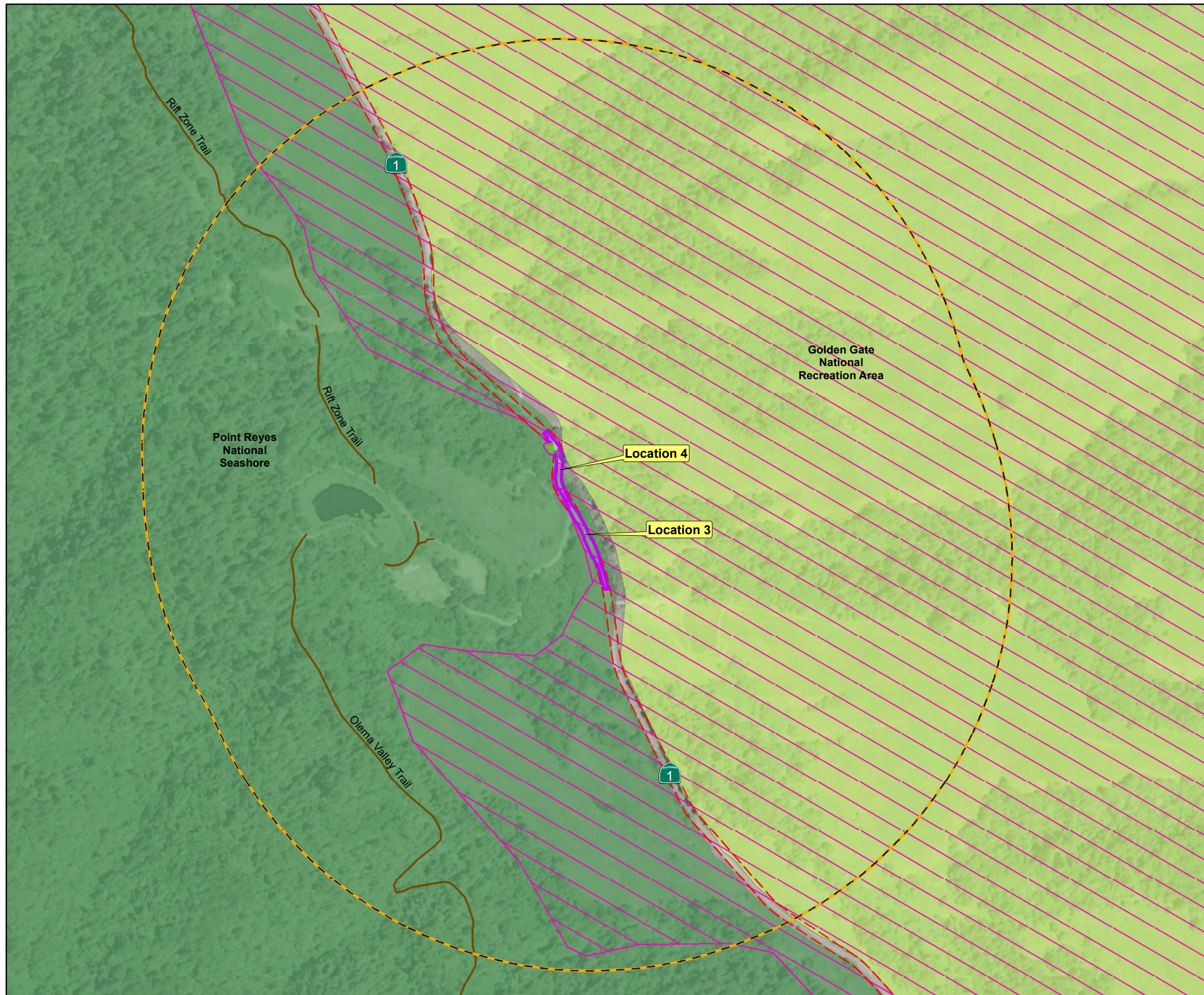


Figure 3
Section 4(f) Resources within a 0.5-Mile Radius of Location 2
 State Route 1 Bridge Rail Replacement Project
 EA 04-0P960, MRN-1-0.42/12.37/22.81/22.96
 Marin County, California



LEGEND

- Caltrans Right of Way
- Project Footprint Location 3
- Project Footprint Location 4
- 0.5-mile from Project Footprint
- Right of Way Acquisition / Temporary Construction Easement

Section 4(f) Resource

Parks and Recreation Areas

- National Park Service: Golden Gate National Recreation Area
- National Park Service: Point Reyes National Seashore

Historic District

- Olema Valley Dairy Ranches Historic District

Trails

- National Park Service Trails

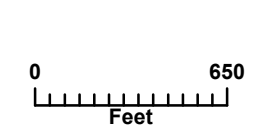
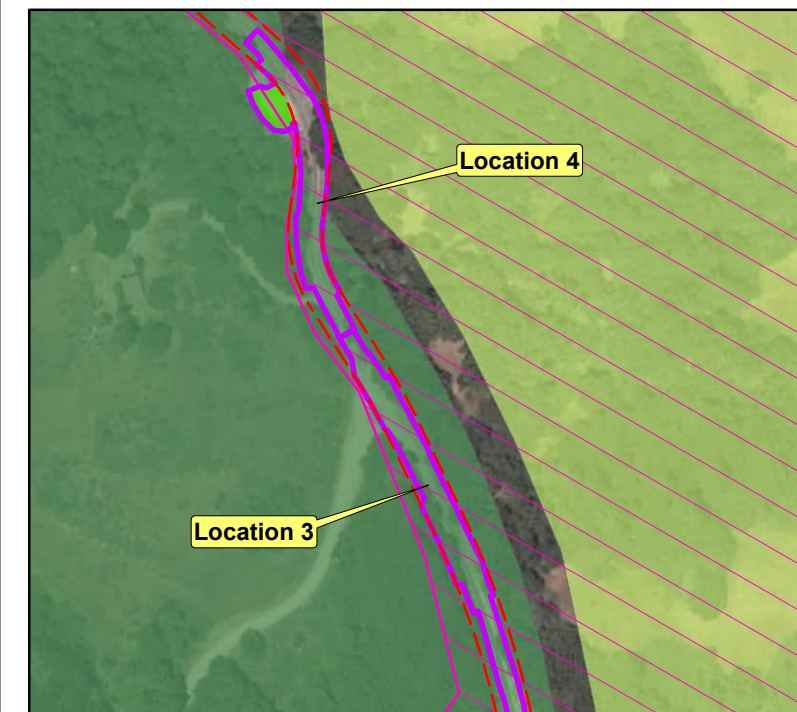


Figure 4
Section 4(f) Resources within a 0.5-Mile Radius of Location 3 and 4
 State Route 1 Bridge Rail Replacement Project
 EA 04-0P960, MRN-1-0.42/12.37/22.81/22.96
 Marin County, California