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Memorandum

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Subject	**Draft State Route 131 Capital Preventive Maintenance Project (04-1Q230) – Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination**
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1. Introduction

ICF International Inc. and Jacobs prepared this Section 4(f) Evaluation Technical Memorandum (TM) for the California Department of Transportation (Caltrans) in support of the State Route 131 (SR 131) Capital Preventive Maintenance Project (Project) Initial Study with Proposed Negative Declaration (IS/ND) (Caltrans 2023b). This TM provides the documentation to support determinations required to comply with the provisions of *United States Code* (U.S.C.) Title 23, Section 138, and 49 U.S.C. 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 U.S.C. 138 and 49 U.S.C. 303). Additional guidance was obtained from Federal Highway Administration'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 U.S.C. 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 the following apply:

- 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 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 proposed 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):

- The 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).

- The 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, recreation 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 State Historic Preservation Officer 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 recreation or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the State Historic Preservation Officer is required.

2. Project Description

The SR 131 Capital Preventive Maintenance Project is in the Town of Tiburon, Marin County, California. Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (SR 131) from approximately 1,000 feet west of the U.S. Highway 101 (U.S. 101) interchange extending east to the Tiburon Boulevard/Main Street intersection, from post miles (PMs) 0.00 to 4.40 (**Figures 1** and **2**). Due to the length of the Project corridor, Project components are divided in three segments: Western Project Segment, Central Project Segment, and Eastern Project Segment. The Western Project Segment extends from Tower Drive, approximately 1,000 feet west of the U.S. 101 interchange to Reed Ranch Road (PM 1.52). The Central Project Segment extends from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24). The Eastern Project Segment extends from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.40). The total Project footprint is approximately 17.24 acres (**Figure 3**).

Within the Project footprint, SR 131 connects with U.S. 101 at its western terminus and serves as a primary access route for the Tiburon Peninsula and the Town of Tiburon. Approximately half of the highway is a four-lane divided road, which narrows to two lanes as it heads eastbound toward Main Street. SR 131 is not a Classified Landscaped Freeway, nor is it part of a Designated or Eligible State Scenic Highway. The corridor is lined with commercial, residential, and recreational uses with many of the adjacent structures either elevated above the highway on slopes or set back from the road behind trees and shrubs.

2.1 Project Components

The Project proposes to rehabilitate and add new pavement, construct Class I and IV bikeways, modify intersections, upgrade curb ramps to meet Americans with Disabilities Act (ADA) standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems. Proposed Project components would be upgraded and constructed to meet the current *Highway Design Manual* standards (Caltrans 2020). **Figure 3** depicts the Project components and footprint along SR 131 from 1,000 feet west of PM 0.00 to PM 4.4.

2.1.1 Project Components Common to All Project Segments

This section discusses Project components that would apply to all segments of the Project.

REHABILITATE PAVEMENT AND ADD NEW PAVEMENT

The Project would repair the existing SR 131 roadway pavement throughout the Project footprint and add 300 feet of new pavement within the Western Project Segment along eastbound SR 131. Pavement rehabilitation would include the following:

- Removal and replacement of 0.25 foot of asphalt concrete (AC) pavement, which would be accomplished in two lifts. The existing 0.25-foot AC pavement surface layer would be removed. The first lift would consist of 0.10 foot of hot mix asphalt Type A (HMA-A) "Leveling Course." The second lift would consist of 0.15 foot of rubberized hot mix asphalt Type G (RHMA-G).

- The removal and replacement limits of the AC pavement extend throughout the Project footprint along SR 131. AC pavement would extend across the entire traveled way and shoulders, from edge of pavement (EP) to EP.

An approximately 300-foot-long, 1-to-2-foot-wide area of the existing median along eastbound SR 131 (PM 0.74 to PM 0.78) would be converted to new pavement in support of a Class I bike lane proposed along the existing eastbound shoulder within the Western Project Segment. The total depth of pavement needed for the conversion of the median is 2.35 feet and would consist of 0.85 foot of aggregate subbase, 0.9 foot of aggregate base, 0.45 foot of HMA-A, and 0.15 foot of RHMA-G. Additionally, a concrete barrier would be established within the new median to separate the opposite lanes of traffic at this location.

UPGRADE GUARDRAILS

All guardrails within the Project footprint would be upgraded to Midwest Guardrail System to meet the current standard. Specific guardrail upgrades proposed by the Project are identified in **Table 2-1 Specific Project Guardrail Upgrades** of the IS/ND.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

Forty curb ramps would be upgraded, six new curb ramps would be installed, and three mid-block crosswalks would be upgraded throughout the Project limits, identified in **Table 2-2 Specific Project Curb Ramp Upgrades** of the IS/ND.

IMPROVE PAVEMENT DELINEATION

All existing left turning arrow markings within the Project footprint would be updated to the current standard of "Type III" left turning lane arrow markings, following the pavement rehabilitation along SR 131. Additionally, every turning lane would need to be updated to include two turning arrow markings.

MODIFY ELECTRICAL SYSTEMS

The Project would modify and upgrade electrical systems along the entire SR 131 corridor, including new traffic signal poles/foundations, lighting standard poles/foundations, temporary wood poles, overhead lines, pull boxes, loop detectors, accessible pedestrian signal systems (for ADA compliance), conduits installed by directional boring, service enclosures, controller cabinets, push buttons, and flashing beacons. The proposed traffic signal poles/foundations, lighting standard poles/foundations, push buttons, flashing beacons, and conduits would require ground disturbance. There would be (4-feet-deep, 4-feet-wide, and 4-feet-long) pits excavated near traffic signals to accommodate a machine for directional boring. Conduits between 2 to 3 inches in size would be installed by directional boring 30 inches below the ground surface.

Because the existing median along eastbound SR 131 (PM 0.74 to PM 0.78) would be converted to new pavement in support of the Class I bike lane outside of eastbound SR 131, several types of electrical facilities would be affected, including the following:

- Two existing state traffic signals (between intersection of SR 131/East Strawberry Drive and intersection of SR 131/Greenwood Cove Drive) would be relocated as depicted on **Figure 3**.
- Existing state lighting system (in the median) would be relocated near the guardrail along eastbound SR 131 (PM 0.7).
- Existing state interconnect cable system (in the median) would be relocated to the Bay Vista Drive intersection on the northeast corner (PM 0.67).
- City license plate reader system (in the median) would be removed during construction and placed in the median once construction has been completed.

2.1.2 Western Project Segment

This section describes the proposed repairs or upgrades to SR 131 within the Western Project Segment footprint from Tower Drive, approximately 1,000 feet west of U.S. 101 PM 0.00 to Reed Ranch Road (PM 1.52) (**Figure 3, Maps 01 through 13**).

CLASS I AND IV BIKEWAYS

Class I and Class IV bikeways would be constructed along SR 131 as part of the Project within the Western Project Segment. The proposed Class IV bikeway improvements would comply with Deputy Directive-64-R2, Complete Streets (Caltrans 2014), as well as improve bicycle access along SR 131, from approximately 1,000 feet west of U.S. 101 PM 0.0 to approximately Trestle Glen Boulevard (PM 1.85). The Project would also construct a Class I bikeway from East Strawberry Road (PM 0.67) to Greenwood Cove Drive (PM 0.84) to address a major gap in the overall active transportation network on SR 131.

Class I Bikeway (Bike Path)

A two-way Class I bikeway would be constructed along the eastbound SR 131 shoulder between East Strawberry Drive and Greenwood Cove Drive (PM 0.67 to 0.84). The Class I bikeway would provide a two-way bikeway over a distance of 950 feet and would be a minimum of 8 feet of paved width. The existing SR 131 shoulder from PM 0.67 to PM 0.84 is 7 to 9 feet in width; therefore, the proposed Class I bikeway would require shifting traffic lanes to allow for the Class I bikeway width along the eastbound roadway shoulder. As discussed in the *Rehabilitate Pavement and Add New Pavement* section, approximately 300 feet of the existing SR 131 median between East Strawberry Drive and Greenwood Cove Drive (PM 0.67 to PM 0.84) would be converted to new pavement to support the proposed Class I bikeway and associated lane shift. The median conversion would also require the construction of a center line concrete barrier to separate opposing traffic lanes along SR 131.

Class IV Bikeway (Separated Bikeway)

Class IV bikeways are proposed at the U.S. 101/SR 131 interchange over a distance of 0.7 mile between Tower Drive and Strawberry Drive (PM 0.0 to PM 0.67), on both eastbound and westbound right shoulders of SR 131. The existing shoulders would be converted to Class IV bikeways consisting of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. However, modifications to the Class IV bike lanes design in this location would be determined during the final design phase to address existing constraints within this area, such as the interchange ramps and the existing overcrossing bridge.

Additionally, the striped shoulders of SR 131 would be converted to Class IV bikeways over a distance of 0.71 mile from Greenwood Cove Drive to Reed Ranch Road (PM 0.84 to PM 1.55). The Class IV bikeway would be on both outer shoulders of the roadway and consist of a minimum of 5 feet of bikeway with 2-foot buffers, resulting in a 7-foot-wide, one-directional bikeway.

INTERSECTION MODIFICATIONS

Two intersections within the Western Project Segment would be modified, including the East Strawberry Drive/SR 131 intersection (PM 0.67) and Reed Ranch Road/SR 131 intersection (PM 1.55) (**Figure 3**). Intersection modifications at the East Strawberry Drive/SR 131 intersection would include the removal of the free right turn lane from East Strawberry Drive onto eastbound SR 131 and the relocation of the bus stop along eastbound SR 131 at PM 0.69. The bus stop at this intersection would need to be relocated to construct the proposed Class I bikeway between East Strawberry Drive and Greenwood Cove Drive and the relocation site of the bus stop within the Project footprint would be further coordinated with transit authorities and local stakeholders during the PS&E Project phase.

Additionally, under existing conditions, there are no crosswalk facilities between Greenwood Cove Drive (PM 0.84) and Trestle Glen Boulevard (PM 1.85). The Project would construct an additional crosswalk at the Reed Ranch Road/SR 131 (PM 1.55) to facilitate pedestrian and bicycle crossing of SR 131.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

A pedestrian refuge island would be constructed in the median at the Bay Vista Drive/East Strawberry Drive intersection (PM 0.67). The approximate dimensions of the new pedestrian refuge island would be 30 feet long, 8 feet wide, and 8 inches tall. The ground disturbance for this pedestrian refuge island would be approximately 480 cubic feet.

At the intersection of N. Knoll Road (PM 0.25) there is a pedestrian crossing without curb ramps. However, an existing power line pole at this intersection creates a clear width issue for the proposed ADA curb ramp. The Project proposes to construct a bulb out or curb extension with standard curb ramp to avoid relocation of the power pole. There is a driveway to a gas station, located at the corner of the intersection, that would be impacted by the bulb out. The driveway would also be upgraded to meet ADA requirements. A water line cover near the pedestrian crossing would be disturbed during the construction of the bulb out or curb extension. The owner of this water line is Marin Municipal Water District.

UPGRADE SIGNAGE

The existing lane-drop signage approximately 150 feet west of the Reed Ranch Road/SR 131 intersection (PM 1.55) does not meet current standards and would need to be upgraded in-place as part of the Project.

REHABILITATE DRAINAGE SYSTEMS

Two corrugated metal pipe (CMP) culverts would be replaced as part of the Project. There is an existing 18-inch-diameter by approximately 55-foot-long CMP cross culvert along the westbound SR 131 roadway shoulder, approximately 370 feet east of Blackfield Drive (**Figure 3, Maps 08 and 09**) (PM 0.88). Additionally, there is an 18-inch-diameter by approximately 260-foot-long longitudinal CMP between PM 0.87 and PM 0.92 (**Figure 3, Maps 08 and 09**), along the eastbound shoulder. Both culverts are severely corroded and need to be removed and replaced by trench excavation. An estimated depth of 8 feet is needed to complete this work, and plans to replace or rehabilitate would be determined during the PS&E phase of the Project design.

SEA-LEVEL RISE RESILIENCE

The Project would construct an additional 320-foot concrete barrier along the eastbound SR 131 shoulder to address the existing and anticipated flooding that SR 131 experiences due to sea-level rise. The 320-foot concrete barrier would be located at the existing EP within the eastbound SR 131 shoulder, between approximately Strawberry Drive (PM 0.88) and Cecilia Way (PM 1.00) (**Figure 3, Map 09**).

2.1.3 Central Project Segment

This section describes the proposed repairs or upgrades to SR 131 within the Central Project Segment footprint from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24) (**Figure 3, Maps 14 through 26**).

CLASS IV BIKEWAY (SEPARATED BIKEWAY)

A Class IV bikeway would be constructed along SR 131 as part of the Project within the Central Project Segment. No Class I bikeway is proposed for this segment.

The striped shoulders of SR 131 would be converted to Class IV bikeways over a distance of 0.3 mile from Reed Ranch Road to Trestle Glen Boulevard (PM 1.55 to PM 1.85). The Class IV bikeway would be on both outer shoulders of the roadway and consist of a minimum of 5 feet of paved bikeway with 2-foot buffers, resulting in a 7-foot-wide, one-directional bikeway.

INTERSECTION MODIFICATIONS

One intersection within the Central Project Segment would be modified under the proposed Project. Intersection modifications required at the Avenida Miraflores/Pine Terrace/SR 131 intersection (PM 2.36) would include the removal of a free right turn lane and the construction of a bulb out or curb extension (**Figure 3, Map 20**). At the Avenida Miraflores/SR 131 intersection, the free right turn lane from westbound SR 131 onto northbound Avenida Miraflores would be removed. At the Pine Terrace/SR 131 intersection (**Figure 3, Map 20**) (PM 2.36), a bulb out or curb extension would be constructed at the southwest corner of the intersection to increase the visibility of crossing pedestrians and allow for larger queuing of pedestrians at the crosswalks.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

Under existing conditions, there are no crosswalk facilities between Rock Hill Road (PM 2.74) and San Rafael Avenue (PM 3.24). The Project would construct an additional crosswalk at the intersection of Gilmartin Drive (PM 3.05) to facilitate pedestrian and bicycle crossing of SR 131. Additionally, the Project would construct new curb ramps at this intersection in association with the proposed crosswalk.

UPGRADE SIGNAGE

There are three crosswalk signs that would need to be replaced within the Central Project Segment: (1) eastbound direction on SR 131 approximately 300 feet north of Stewart Drive (PM 1.99), (2) eastbound direction on SR 131 approximately 150 feet west of Gilmartin Drive (PM 3.01), and (3) westbound direction on SR 131 approximately 200 feet east of Gilmartin Drive (PM 3.09). These signs are not within 50 feet of their respective pedestrian crossings. Replacement plans would be coordinated with the Town of Tiburon during the PS&E phase of the Project to determine whether these three crosswalk signs need to be relocated.

REHABILITATE DRAINAGE SYSTEMS

At Trestle Glen Boulevard (PM 1.86), a high side gutter (approximately 400 feet long and 3 feet wide) would be constructed along the westbound edge of the shoulder, in the north-south direction. Additionally, from PM 1.87 to PM 1.92, the Project would replace the existing headwall wall and five drainage inlets south of Trestle Glen Boulevard and 400 feet of 18-inch storm drainpipe along the westbound shoulder to properly convey exiting flows into the high side gutter. To avoid creating an unsafe condition, the existing metal beam guardrail (MBGR) would be removed or modified at this location. An existing utility pole and overhead sign would also need to be relocated outside of the clear recovery zone if the MBGR is removed. The estimated maximum depth needed to complete this work is 6 feet.

On the northbound shoulder 510 feet to 680 feet north of Gilmartin Drive (PM 2.9), along Tiburon Boulevard, the area adjacent to the northbound EP drains poorly. Two drainage inlets, approximately 150 feet of 18-inch storm drainpipe, and minor grading of the area adjacent to the roadway would be installed. An estimated maximum depth of 5 feet is needed to complete this work.

2.1.4 Eastern Project Segment

This section describes the proposed repairs or upgrades to SR 131 within the Eastern Project Segment footprint from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.4) (**Figure 3, Maps 26 through 36**).

BIKEWAY

No bikeways are proposed within the Eastern Project Segment footprint.

INTERSECTION MODIFICATIONS

Two intersections within the Eastern Project Segment would be modified, including the Mar West Street/SR 131 intersection (PM 3.95) and Ned's Way/SR 131 intersection (PM 3.55) (**Figure 3, Map 29**). Intersection modifications required at the Mar West Street/SR 131 intersection (PM 3.95) include constructing a bulb out or curb extension at the southwest corner of the intersection to increase the visibility of crossing pedestrians and allow for larger queuing of pedestrians at the crosswalks. At the Ned's Way/SR 131 intersection (PM 3.55), yield lines would be placed in the westbound direction on SR 131.

UPGRADE SIGNAGE

Flashing speed limit signs are proposed at the intersection of Mar West Street (PM 3.95) to facilitate safe pedestrian and bicycle crossings.

REHABILITATE DRAINAGE SYSTEMS

At the Ned's Way/SR 131 intersection (PM 3.55), the northern portions of the intersection periodically flood during storm and rain events. To address the flooding conditions, the Project would install two 24-inch-wide sidewalk openings at and near the gutter low points of the Ned's Way/SR 131 intersection. These sidewalk openings would result in greater hydraulic capacity to convey gutter flow to the concrete-lined ditch and be less susceptible to debris clogging as compared to the existing 4-inch pipes.

Approximately 37 feet of curb along eastbound SR 131 at the southwest corner of the Beach Road intersection (PM 4.15) has settled and would be replaced. An estimated maximum depth of 6 inches is needed to complete this work.

SCHEDULE

Construction is expected to begin in June 2025 and take approximately 220 working days to construct or one construction season. The Project is anticipated to involve nightwork, including paving, striping, and settlement correction work. Weekend work would potentially occur.

2.2 Right-of-Way

The Project would acquire approximately 1.39 acres of right-of-way (ROW) from within 19 Marin County assessor parcel numbers (APNs) for the purposes of Temporary Construction Easements (TCEs) (**Table 2-3 Right-of-Way Acquisition** of the IS/ND). The Project would acquire approximately 0.93 acre of ROW from within 14 Marin County APNs for the purposes of Permits to Enter and Construct (PTE&Cs) (**Table 2-3** of the IS/ND). The Project would acquire approximately 0.25 acre of ROW from within one Marin County APN for the purposes of Permanent Drainage Easements (that is, to maintain the portion(s) of the culvert(s) that would extend beyond the Caltrans ROW) (**Table 2-3** of the IS/ND).

3. Description of Section 4(f) Resources

As part of this Section 4(f) evaluation, a 0.5-mile radius area around the Project footprint was evaluated to determine whether any Section 4(f) resources are within the Project vicinity and whether the proposed Project would "use" these properties (**Figure 4**). Multiple parks, recreational facilities, open spaces, and/or other public spaces with recreational use were identified within a 0.5-mile radius of the Project footprint. Six of these facilities have been identified within or directly adjacent to the Project footprint, and a detailed description of these resources is presented in Section 3.1. Additionally, the potential for the Project to affect these eight properties is reviewed in **Table 1** and Section 4. No Section 4(f) impacts are anticipated for the remaining properties within the 0.5-mile Project vicinity and outside of the Project footprint, and these resources are presented in **Table A-1** in Appendix A.

Table 1. Section 4(f) Resources Directly Affected by the Project Footprint and Preliminary Section 4(f) Impact Determination

Section 4(f) Resource – Agency with Jurisdiction	Location and Post Mile (PM)	Resource Type	Nature of Proposed Construction	Dimension of "Use" (acres)	Preliminary Section 4(f) Use Determination
Richardson Bay Lineal Park – Town of Tiburon Parks Division	Locations 18 and 20 PM 3.0 and PM 3.24	City Park	A PTE&C would be required within the park property at SR 131 PM 3.0 to relocate an existing crosswalk sign within the park. Additionally, a PTE&C would be needed within the property of the park at the SR 131/San Rafael Avenue intersection to upgrade curb ramps.	Approximate 0.0182 acre or 792 square feet of PTE&C	*De minimis*
Belveron Mini-Park – Town of Tiburon Parks Division	Location 9 and PM 1.83	City Park	A TCE would be needed within the park property in the area adjacent to the Caltrans ROW to complete guardrails replacement work.	Approximate 0.0010 acre or 43 square feet of TCE	*De minimis*

3.1 Park/Recreation Resources

3.1.1 Richardson Bay Lineal Park – Town of Tiburon Parks Division

Richardson Bay Lineal Park (Lineal Park) is an approximate 2-mile-long area of protected shoreline, waterfront, parks, and recreation facilities within the Town of Tiburon that is managed by the Town of Tiburon Parks Division. Lineal Park consists of multiple smaller parks facilities, including Blackie's Pasture Park, McKegney Green City Park, South-of-the-Knoll Park and Playground, Tiburon Linear Park Multi-Use Path, and Cypress Grove Garden Park (Town of Tiburon 2023). This section (Section 3.1.1) reviews the recreational facilities present within the South-of-the-Knoll Park and Playground, Tiburon Linear Park Multi-Use Path, and Cypress Grove Garden; and Blackie's Pasture Park and McKegney Green City Park is

discussed independently in Table 2. Lineal Park extends from approximately the SR 131/Mar West Street intersection in the east (approximately at SR 131, PM 3.85) to Blackie's Pasture Park in the west (at the SR 131, PM 1.7). Lineal Park includes approximately 27.37 acres of land and is largely along the waterfront of Richardson Bay, south of SR 131 (Town of Tiburon 2023). The park provides a variety of recreational opportunities, including a multi-use path and amenities along the bay waterfront, athletic fields and courts, playground facilities, historical interpretation signage, and gardens and open space (Town of Tiburon 2023). Public parking for Lineal Park is provided through two parking lots along SR 131. One of the public parking lots is west of Blackie's Pasture Park (SR 131, PM 1.70), while the other parking area is south of the SR 131/Lyford Drive intersection (SR 131, PM 3.75). According to the *Tiburon 2040 General Plan – Chapter 10: Open Space, Parks, and Recreation Element* (Town of Tiburon 2023), popular forms of recreation in Lineal Park include pedestrian use of the multi-purpose path, biking, picnicking, organized sports on athletic fields and courts, and use of playground facilities. The Project footprint runs along the entirety of the northern boundary of Lineal Park, along SR 131, and includes portions of the park at two locations (SR 131, PM 3.05 and PM 3.25). At SR 131, PM 3.05, the Project would require a 0.0150-acre (650-square-foot) PTE&C from Lineal Park, within the paved and vegetated westbound shoulder of the multi-use path to relocate an existing crosswalk sign at this location.

Table 2. Section 4(f) Resources Indirectly Affected by the Project Footprint and Preliminary Section 4(f) Impact Determination

Section 4(f) Resource – Agency with Jurisdiction	Location and Post Mile (PM)	Resource Type	Nature of Proposed Construction	Dimension of "Use" (acres)	Preliminary Section 4(f) Use Determination
Blackie's Pasture Park – Town of Tiburon Parks Division	PM 1.60 through PM 2.05	City Park	No ROW acquisitions would be required within the park; however, the Project would introduce construction activities directly adjacent to the park property, including the construction of bicycle lanes, guardrail replacements, and signage replacements.	Not Applicable	No Use
McKegney Green City Park – Town of Tiburon Parks Division	PM 2.05 through PM 2.26	City Park	No ROW acquisitions would be required within the park; however, the Project would introduce construction activities directly adjacent to the park property, including guardrail replacements, curb ramp upgrade, and traffic signal installation.	Not Applicable	No Use
Point Tiburon Shoreline Park– Town of Tiburon Parks Division	PM 4.40	City Park	No ROW acquisitions would be required within the park; however, the Project would introduce construction activities directly adjacent to the park property, including pavement rehabilitation.	Not Applicable	No Use

3.1.2 Belveron Mini-Park – Town of Tiburon Parks Division

Belveron Mini-Park (Mini-Park) is a 0.5-acre area that includes a grass field, a wooded area, benches, and a paved walking trail and is managed by the Town of Tiburon Parks Division. The Mini-Park is north of SR 131 at PM 1.83, and behind single-family residences along Jefferson Drive and Mercury Avenue. The Mini-Park has only one access point, which is along a paved pathway along the westbound shoulder of SR 131, between Jefferson Drive and Trestle Glen Boulevard. According to the *Tiburon 2040 General Plan – Chapter 10: Open Space, Parks, and Recreation Element* (Town of Tiburon 2040), the Mini-Park is intended to serve only a small portion of the town residents within one-half mile of the park, and park amenities are generally oriented toward the recreational needs of young children. There are no public parking facilities established for the Mini-Park, and street parking is limited to along Jefferson Street and Mercury Avenue. The public parking lots at Blackie's Pasture Park are approximately 0.12 mile (640 feet) southwest of the Mini-Park. The Project footprint runs along the entire southern boundary of the Mini-Park and includes portions of the park at SR 131, PM 1.83.

3.2 Historic Properties

Caltrans prepared a Section 106 summary memo (Caltrans 2023a) for the proposed Project in July 2023. **Table A-2** (Appendix A) presents the known historic properties present within a 0.5-mile radius of the Project footprint. No impacts were identified for three historic properties, shown in **Table A-2** in Appendix A. Within the project area there is one Historic Property that is significant under Criteria A and D of the National Register of Historic Places for its association with precontact history in the Bay Area. Additional information cannot be disclosed due to the cultural sensitivity of the property. The State Historic Preservation Officer's concurrence with the No Adverse Effect determination will be included in the final environmental document.

4. Impacts on Section 4(f) Properties

4.1 Park and Recreation Resources

4.1.1 Richardson Bay Lineal Park – Town of Tiburon Park Division

IMPACT: As shown on **Figure 3, Maps 24 through 26** and **Figure 5, Map 02** the proposed Project would include portions of Lineal Park at two locations (SR 131, PM 3.05 and PM 3.25). At SR 131, PM 3.05, the Project would require a 0.0150-acre (650-square-foot) PTE&C from Lineal Park, within the paved and vegetated westbound shoulder of the multi-use path to access, relocate, and construct a crosswalk sign at this location. At SR 131, PM 3.25, the Project would require a 0.0032-acre (140-square-foot) PTE&C from Lineal Park along the paved and vegetated portions of the multi-use path to access, construct, and maintain a curb ramp upgrade at the southwestern corner of the SR 131/San Rafael Avenue intersection. The Project would also introduce construction activities directly adjacent to the park property along its entire extent, including pavement rehabilitation, guardrail replacements, a curb ramp upgrade, and signage and traffic signal replacements. The introduction of these construction activities adjacent to Lineal Park are anticipated to temporarily affect the visual and noise environments at these resources throughout the duration of construction. Additionally, while access along SR 131 and Tiburon Linear Trail would be maintained throughout construction, the proposed implementation of lane closures and traffic control along these travel ways would have the potential to temporarily affect access to Lineal Park during the duration of Project construction.

The establishment of a total of 0.0182 acre (792 square feet) of PTE&C within Lineal Park would be required for Caltrans access and maintenance needs associated with Project construction. The Project would not permanently affect Lineal Park, with impacts concluding following the completion of construction. The affected portions of Lineal Park currently include paved and vegetated portions of Tiburon Linear Trail Multi-Use Path. Construction within Lineal Park and along Tiburon Linear Trail would require a temporary construction zone to be established around the work area where the PTE&Cs are proposed, and a trail detour would be established along the southern shoulder of the trail to divert bicycle and pedestrian travel around the construction area. The length of the detour would not change the existing distance trail users currently travel, and the temporary detour would allow for continued uninterrupted use of the multi-use path throughout construction. Intermittent closures also are anticipated along the affected multi-purpose path at the SR 131/San Rafael Avenue intersection when construction equipment needs to travel along or across the existing pathway. These intermittent closures are anticipated to be infrequent (occurring only a few times a day) and short in duration (lasting no longer than 10 minutes; closures are not anticipated to substantially impede recreational use of Tiburon Linear Trail or Linear Park. When intermittent trail closures are necessary, construction flaggers would be present to notify trail users of the short closure.

Proposed construction activities associated with the Project would temporarily affect the noise and visual environment in the Project footprint and immediately surrounding areas by altering views and increasing noise and vibrations at the resources. These impacts would be temporary, would cease upon the completion of construction, and would not affect the permanent operation of the resource. Construction-related noise and visual impacts are not anticipated to substantially impede recreational use of the affected areas of Lineal Park due to the proximity and amount of traffic disturbance that exist along SR 131.

PRELIMINARY USE DETERMINATION: *De minimis.* Although construction of the proposed Project would result in temporary impacts on Lineal Park and the establishment of 0.0182 acre (792 square feet) of PTE&C, the impact would be minor and would qualify as a *de minimis* impact. In terms of recreational value, recreational resources within the affected portion of Lineal Park are limited to the paved and vegetated portion of Tiburon Lineal Park. As discussed in the Impact section, a temporary construction zone would be required around the work area where the PTE&Cs are proposed along Tiburon Linear Trail and intermittent closures may be required at the SR 131/San Rafael Avenue intersection; however, access along the trail would be maintained to the trail and Lineal Park throughout construction through the implementation of an onsite detour and the presence of a construction flagger.

The remaining area that makes up the approximately 27.37-acre Lineal Park would remain open and accessible for recreational and park uses throughout construction. The temporary impacts on Lineal Park would be limited to the construction phase of the Project and would include effects on the noise and visual environment of the areas immediately adjacent to SR 131 and the Project footprint, due to the presence of construction equipment and activities. Access to Lineal Park and SR 131 would be maintained throughout construction and operation of the Project. The Project would require the introduction of lane closures and traffic control along SR 131 to complete construction activities within the Project footprint; however, a traffic management plan would be designed to maintain access to properties along SR 131 throughout Project construction. These construction effects are not anticipated to last for the full duration (220 working days) of construction.

The establishment of the 0.0182-acre (792-square-foot) PTE&C within Lineal Park is not anticipated to adversely affect the activities, features, or attributes that qualify Lineal Park for protection under Section

4(f). Lineal Park would remain open and accessible for recreational and park uses during Project construction, and the proposed Project construction impacts on the affected area of Lineal Park and Tiburon Linear Trail are not anticipated to substantially affect the use of these resources during Project construction. Project features (PFs) and avoidance and minimization measures (AMMs) identified in Section 5 would be implemented to minimize potential impacts on the existing uses of the Section 4(f) property within the affected areas.

4.1.2 Belveron Mini-Park – Town of Tiburon Park Division

IMPACT: As shown on **Figure 3, Maps 16 and 17**, and **Figure 5, Map 01**, the proposed Project would include portions of the Mini-Park at SR 131, PM 1.83. At SR 131, PM 1.83, the Project would require a 0.001-acre (43-square-foot) TCE from the Mini-Park, within the paved pathway that parallels westbound SR 131 and is used to access the Mini-Park. The TCE would be required within the Mini-Park property to access, construct, and maintain the proposed guardrail replacements between SR 131 and the Mini-Park entrance. The Project would also introduce construction activities directly adjacent to the Mini-Park southern property boundary, including pavement rehabilitation, guardrail replacements, curb ramp upgrades, and signage and traffic signal replacements. The introduction of these construction activities adjacent to the Mini-Park are anticipated to temporarily affect the visual and noise environments at the park throughout the duration of construction. Additionally, while access along SR 131 would be maintained throughout construction, the proposed implementation of lane closures and traffic control along the highway would have the potential to temporarily affect access to the Mini-Park during the duration of Project construction.

The establishment of a 0.001-acre (43-square-foot) TCE within the Mini-Park would be required for Caltrans access and maintenance needs associated with Project construction. The Project would not permanently affect the Mini-Park, with impacts concluding following the completion of construction. The affected portion of the Mini-Park is entirely composed of a paved pathway that parallels westbound SR 131 and is used to access the Mini-Park. Construction within the Mini-Park would require a temporary construction zone be established around the work area where the TCE is proposed; however, access to the Mini-Park and along the existing paved pathway would be maintained throughout construction.

Proposed construction activities associated with the Project would temporarily affect the noise and visual environment in the Project footprint and immediately surrounding areas by altering views and increasing noise and vibrations at the resource. These impacts would be temporary, would cease upon the completion of construction, and would not affect the permanent operation of the resource. Construction-related noise and visual impacts are not anticipated to substantially impede recreational use of the affected areas of the Mini-Park due to the proximity and amount of traffic disturbance that exists along SR 131.

PRELIMINARY USE DETERMINATION: *De minimis*. Although construction of the proposed Project would result in temporary impacts on the Mini-Park and the establishment of a 0.001-acre (43-square-foot) TCE, the impact would be minor and would qualify as a *de minimis* impact. In terms of recreational value, recreational resources within the affected portion of the Mini-Park are limited to the paved pathway that provides access to the park and parallels westbound SR 131, between Trestle Glen Boulevard and Jefferson Drive. As discussed in the Impacts section, a temporary construction zone would be required around the work area where the TCE is proposed within the pathway; however, access along the pathway and to the Mini-Park would be maintained throughout construction.

The remaining area that makes up the approximately 0.5-acre Mini-Park would remain open and accessible for existing recreational, and park uses throughout construction. The temporary impacts on the Mini-Park would be limited to the construction phase of the Project and would include effects to the noise and visual environment of the areas immediately adjacent to SR 131 and the Project footprint, due to the presence of construction equipment and activities. Access to the Mini-Park and SR 131 would be maintained throughout construction and operation of the Project. The Project would require the of lane closures and traffic control along SR 131 to complete construction activities within the Project footprint; however, a traffic management plan would be designed to maintain access to properties along SR 131 throughout Project construction. These construction effects are not anticipated to last for the full duration (220 working days) of construction.

The establishment of the 0.001-acre (43-square-foot) TCE within the Mini-Park is not anticipated to adversely affect the activities, features, or attributes that qualify the Mini-Park for protection under Section 4(f). The Mini-Park would remain open and accessible for recreational and park uses during Project construction, and the proposed Project construction impacts on the affected area of the park are not anticipated to substantially affect the use of these resources during Project construction. PFs and AMMs identified in Section 5 would be implemented to minimize potential impacts on the existing uses of the Section 4(f) property within the affected areas.

4.2 Historic Properties

4.2.1 Cultural Resource

IMPACT: All Project impacts are occurring within previously impacted portions of the cultural resource. No new impacts will occur because of this Project. The impacts to the cultural resource are analyzed in the Section 106 Finding of Effect document, and include Avoidance and Minimization Measures (AMM), including the designation of an Environmentally Sensitive Area, Monitoring Area and Post Review Discovery Plan.

PRELIMINARY USE DETERMINATION: *De Minimus*. Based on the Section 106 Finding of No Adverse Effect Report and Post Review Discovery Plan for the project there will be no adverse effect to the cultural resource through the establishment of an ESA, and the monitoring of construction activities within the monitoring areas by archaeological and tribal monitors. The work is not anticipated to adversely affect the activities, features, or attributes that qualify the cultural resource for protection under Section 4(f). AMMs identified in Section 5 would be implemented to minimize potential impacts to the Section 4(f) property within the affected area.

4.3 Conclusion

In conclusion, implementation of the proposed Project would result in minimal encroachments onto portions of protected Section 4(f) resources, which constitute a use of Section 4(f) properties. The proposed Project would establish a 0.0182-acre (792-square-foot) PTE&C within portions of Richardson Bay Lineal Park and a 0.001-acre (43-foot) TCE within Belveron Mini-Park. Additionally, the proposed Project would introduce temporary access, noise, and visual impacts along the SR 131 corridor that have the potential to affect the six recreational resources identified in Appendix A. Temporary impacts on the Section 4(f) properties that would result from Project construction would be minimized through the implementation of the PFs and AMMs described in Section 5. The proposed Project would improve the serviceability and ride quality of SR 131 and restore existing drainage systems to reduce the potential for

highway flooding and damage. In addition, the Project would enhance complete streets and support active modes of transportation by bridging a gap in the transportation network and improving bicycle access throughout the Project footprint. The project would have a *de minimus* determination on a Historic Property within project limits, supported by the Section 106 Finding of No Adverse Effect. The final Section 4(f) determination will be made following the public comment period; however, due to the minimal area affected by the PTE&Cs and TCEs, the temporary nature of the proposed construction activities, and inclusion of measures to minimize harm to and restore affected areas, the Project is anticipated to qualify for *de minimis use* of the Richardson Bay Lineal Park and Belveron Mini-Park.

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

Measures necessary to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) are considered before making a *de minimis* determination. While the affected resources include developed recreation facilities within their limits, these facilities are not within the area affected by the proposed Project, and the effects of the Project would be temporary and limited to the duration of Project construction. Any impacts on developed recreation facilities within the recreational resources discussed in Section 4 would be considered temporary and would result from effects on the air quality, noise, and visual environment as a result of the presence of construction equipment and activities. The following PFs and AMMs would be implemented to minimize potential impacts on the existing uses of the Section 4(f) properties. A full list of PFs and AMMs proposed for the Project is included in the IS/ND prepared for the Project (September 2023).

5.1 Project Features

- **PF-AES-1, Minimize Vegetation Impacts.** Impacts on vegetation would be minimized to the greatest extent possible during construction. Vegetation to remain would be protected from construction activities through the installation of temporary fencing when it is close to construction work.

- **PF-AES-2, Temporary Fencing.** Temporary fencing would be used to protect the roots and canopies of nearby trees.

- **PF-AES-3, Tree Trimming.** Where the pruning of trees is required to accommodate construction operations, pruning would be performed under the supervision of a certified arborist.

- **PF-AES-4, Staging Areas Positioning.** Construction materials and equipment would be stored in a staging area beyond the direct view of the motoring public and residential properties to the extent feasible.

- **PF-AQ-1, Control Measures for Construction Emissions of Fugitive Dust.** Dust control measures would be implemented to minimize airborne dust and soil particles generated from graded areas. For disturbed soil areas, the use of an organic tackifier to control dust emissions would be included in the construction contract. Watering guidelines would be established by the contractor and approved by the Caltrans resident engineer. Any material stockpiled during construction would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

- **PF-AQ-2, Construction Vehicles and Equipment.** Construction vehicles and equipment would be maintained and tuned in accordance with manufacturer's specifications. In addition, solar-powered traffic control lights would be used if feasible.

- **PF-AQ-3, Minimize Idling.** Idling times would be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.**PF-CUL-1 Unanticipated Archaeological Discovery.** If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.

- **PF-CUL-2 Unanticipated Human Remains Discovery**. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie the remains and the county coroner would be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the Most Likely Descendant. At that time, the person who discovered the remains would contact the Environmental Senior and Professionally Qualified Staff, who would work with the Most Likely Descendant to ensure respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 would be followed, as applicable.

- **PF-NOI-2, Construction Noise Levels.** The following measures would be implemented to reduce noise levels during construction where feasible:

    - Any operation exceeding 86 decibels (A-weighted) would not be allowed at nighttime from 9:00 p.m. to 6:00 a.m.

    - Schedule noisy operations within the same timeframe where feasible. The total noise level would not be significantly greater than the level produced if operations are performed separately.

    - If feasible, use solar or electricity as a power source instead of diesel generators.

    - Avoid unnecessary idling of internal combustion engines.

    - Locate all stationary noise-generating construction equipment as far as practicable from noise-sensitive receptors or provide baffled housing or sound aprons for equipment when sensitive receptors adjoin or are near a Project construction area.

    - Equip all internal combustion engine-driven equipment with manufacturer-recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.

    - Use “quiet” air compressors and other “quiet” equipment where such technology exists.

    - No construction equipment would be delivered and dropped off before 6:00 a.m.

    - Maintain all internal combustion engines properly to minimize noise generation.

5.2 Avoidance and Minimization Measures

- **AMM-AES-1, Staging Areas Impact Reduction.** Staging areas would not be located where they require the removal of vegetation or result in ground compaction impacting tree roots.

- **AMM-AES-2, Revegetating.** Trees or vegetation removed during construction would be replaced or compensated via in lieu fee. Consultation with the Office of Biological Science and Permits, the Office

of Environmental Analysis, as well as the Office of Landscape Architecture would be necessary regarding potential tree or vegetation loss, avoidance, and replacement.

- **AMM-AES-3, Reseeding.** Disturbed areas would be revegetated with a regionally appropriate native seed mix following construction.

- **AMM-CUL-1 Cultural Environmentally Sensitive Area.** Before starting construction, ESAs (defined as areas containing previously recorded archaeological sites located adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering these sensitive areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.

- **AMM-CUL-2 Archaeological Monitoring.** Caltrans is preparing an Archaeological Monitoring Plan to be implemented during construction. This would include establishing an archaeological monitoring area and having an archaeologist and tribal representative monitor job site activities within the archaeological monitoring area to reduce the Project's impacts to the resource within the Project limits. No work can be conducted within the archaeological monitoring area unless the archeological monitor is present. Reference Caltrans Standard Specification 14-2.03.

- **AMM-CUL-3 Post-Review Discovery Plan.** If archaeological resources cannot be avoided, a Post-review Recovery Plan would be implemented by a qualified archaeologist for the significant archaeological site that is directly affected. Data recovery would only occur in the portion of the site being directly affected.

6. Coordination

In accordance with California Environmental Quality Act Section 15073, Caltrans plans to circulate the Draft IS/ND for review for 36 days from September 29, 2023, to November 3, 2023. Before finalizing the *de minimis* impact determinations in this TM, Caltrans will prepare a public notice and provide the public an opportunity to review and comment on the findings during a 36-day public review period, in conjunction with the Draft IS/ND circulation period. Public notices will include newspaper advertisements published in the *News Paper Publication* and notices of availability of this TM on the Caltrans Project website (https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs). During the public review period, the public will be afforded the opportunity to review potential effects of the Project on the protected activities, features, and attributes of the affected recreational resources. Additionally, a virtual public meeting will be held for the Project on October 26, 2023, from 6:00 p.m. to 7:30 p.m. Once the public review period is closed, Caltrans will consider and respond to all comments received for the Draft IS/ND and this Section 4(f) Resources TM, and will include these responses in the Final IS/ND and Final Section 4(f) document prepared for the Project.

Before making Section 4(f) approvals, coordination with the Town of Tiburon Parks Division, the agency with jurisdiction over the affected Section 4(f) resources, is required. Caltrans will request concurrence by this agency on the *de minimis* finding under Section 4(f) after an opportunity for public review and comment concerning the effects of the Project. Caltrans will request concurrence from the State Historic

Preservation Officer, the agency with jurisdiction over historic properties, on the *de minimus* finding after an opportunity for review and comment of the Section 106 Finding of Effect Report.

7. List of Technical Studies and References

California Department of Transportation (Caltrans). 2014. *Complete Streets – Integrating the Transportation System*. Deputy Directive DD-64-R2. October 17.

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California Department of Transportation (Caltrans). 2020. *Highway Design Manual.* Seventh Edition. July 1. https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm.

California Department of Transportation (Caltrans). 2023a. *Office of Cultural Resource Studies (OCRS) Section 106 Summary Memo for the Capital Maintenance Project, From Postmiles 0.0 to 4.4, On SR 131, In Marin County.* July 28.

California Department of Transportation (Caltrans). 2023b. *State Route 131 Capital Preventive Maintenance Project, Draft Initial Study with Proposed Negative Declaration*. September 22.

Federal Highway Administration (FHWA). 1987. *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.* FHWA Technical Advisory T6640.8A. October 30.

Federal Highway Administration (FHWA). 2012. *Section 4(f) Policy Paper.* FHWA Office of Planning, Environmental, and Realty, Project Development and Environmental Review, Washington, DC. July 20. https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx.

Town of Tiburon. 2023. *Tiburon 2040 General Plan – Chapter 10: Open Space, Parks, and Recreation.* March. http://www.townoftiburon.org/DocumentCenter/View/4141/10-Open-Space-Parks-Recreation?bidId=.

Figures

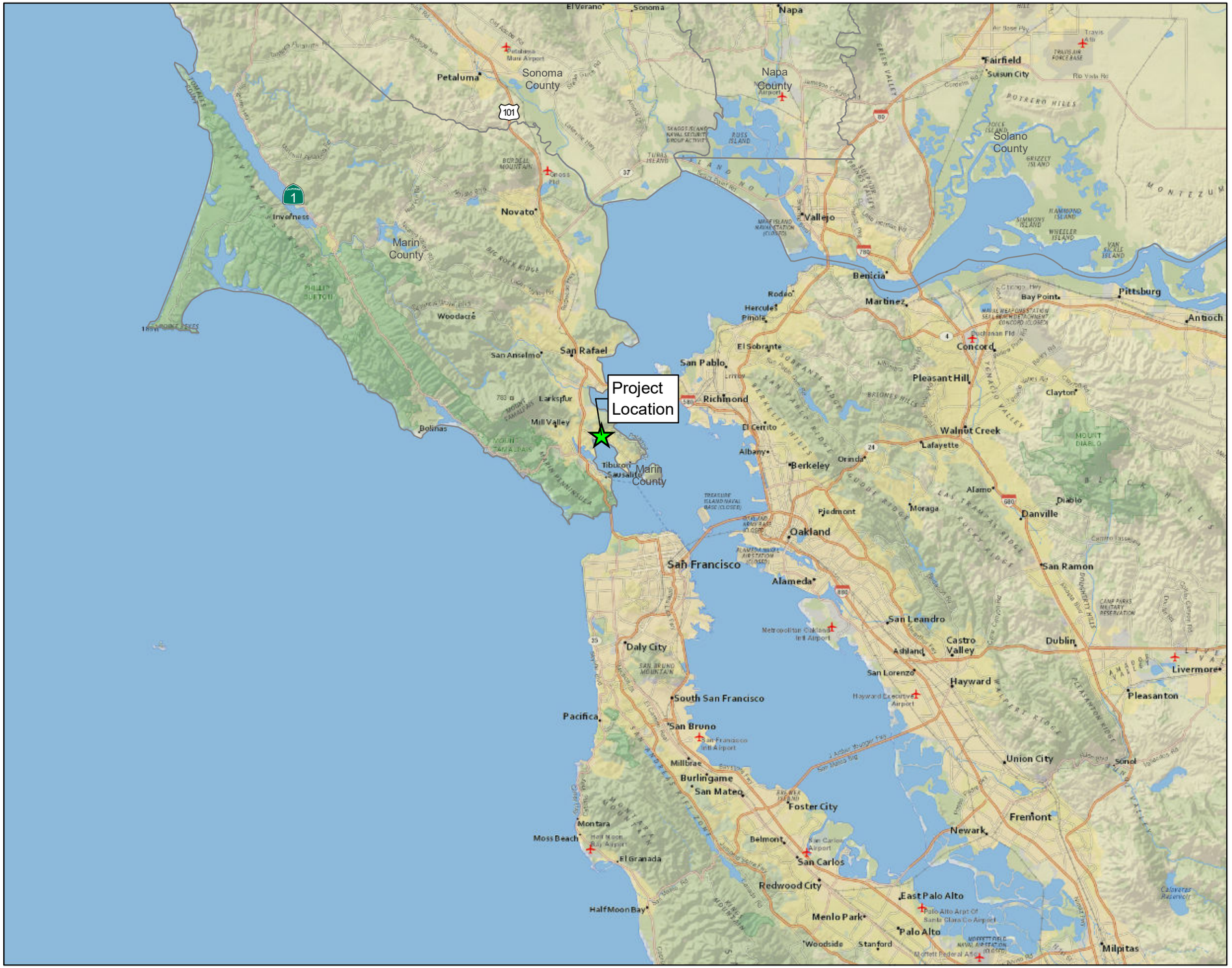
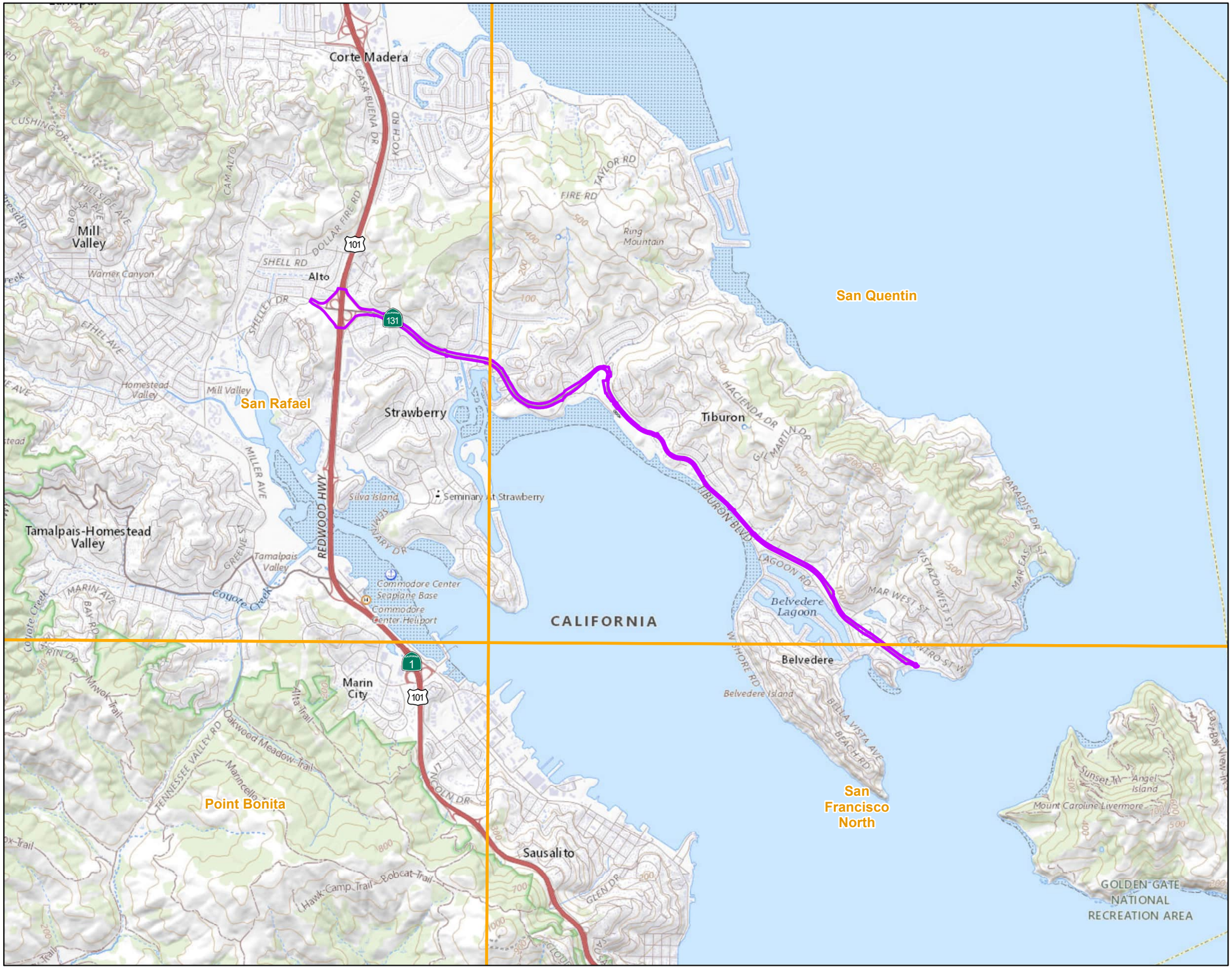
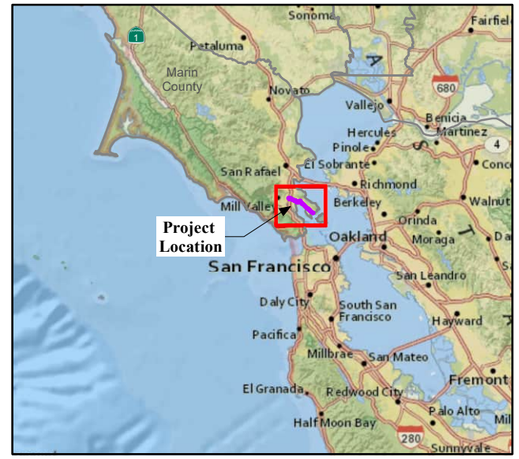


FIGURE 1
Regional Location
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\PROJSETUP\FIG1_REGIONAL_LOCATION_1Q230.MXD





Legend

- Project Footprint
- USGS 7.5 Minute Quadrangle

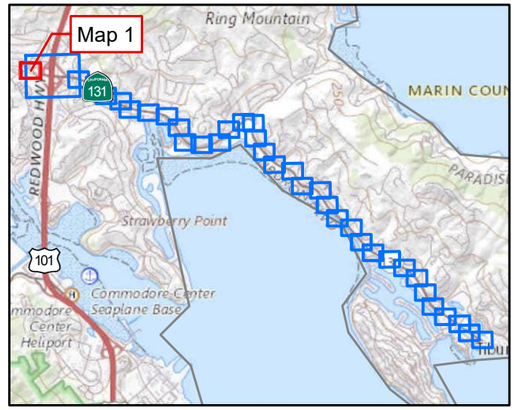
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FIGURE 2
Project Location
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2022\PD\NOV\FIG2_PROJECT_LOCATION_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Traffic Signal
- Install Traffic Signal and Lighting

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

N

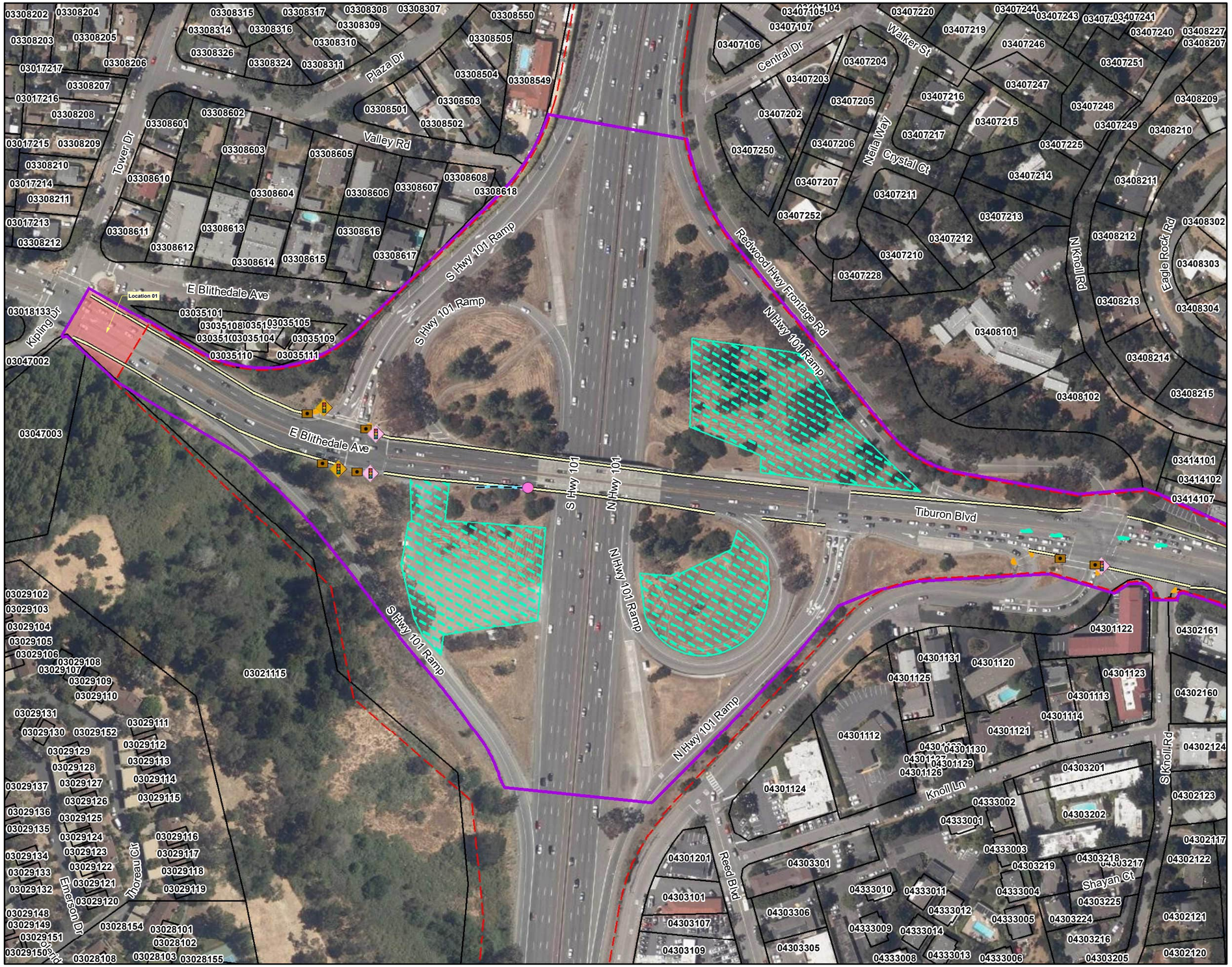
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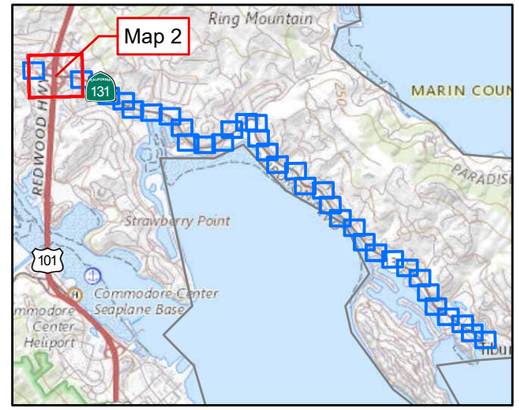
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FIGURE 3
Map 01 of 36 - Western Segment Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Install Transition Railing

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Install Transition Railing
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Upgrade Curb Ramp
- Staging Area
- Right of Way Acquisition
  Permit to Enter & Construct

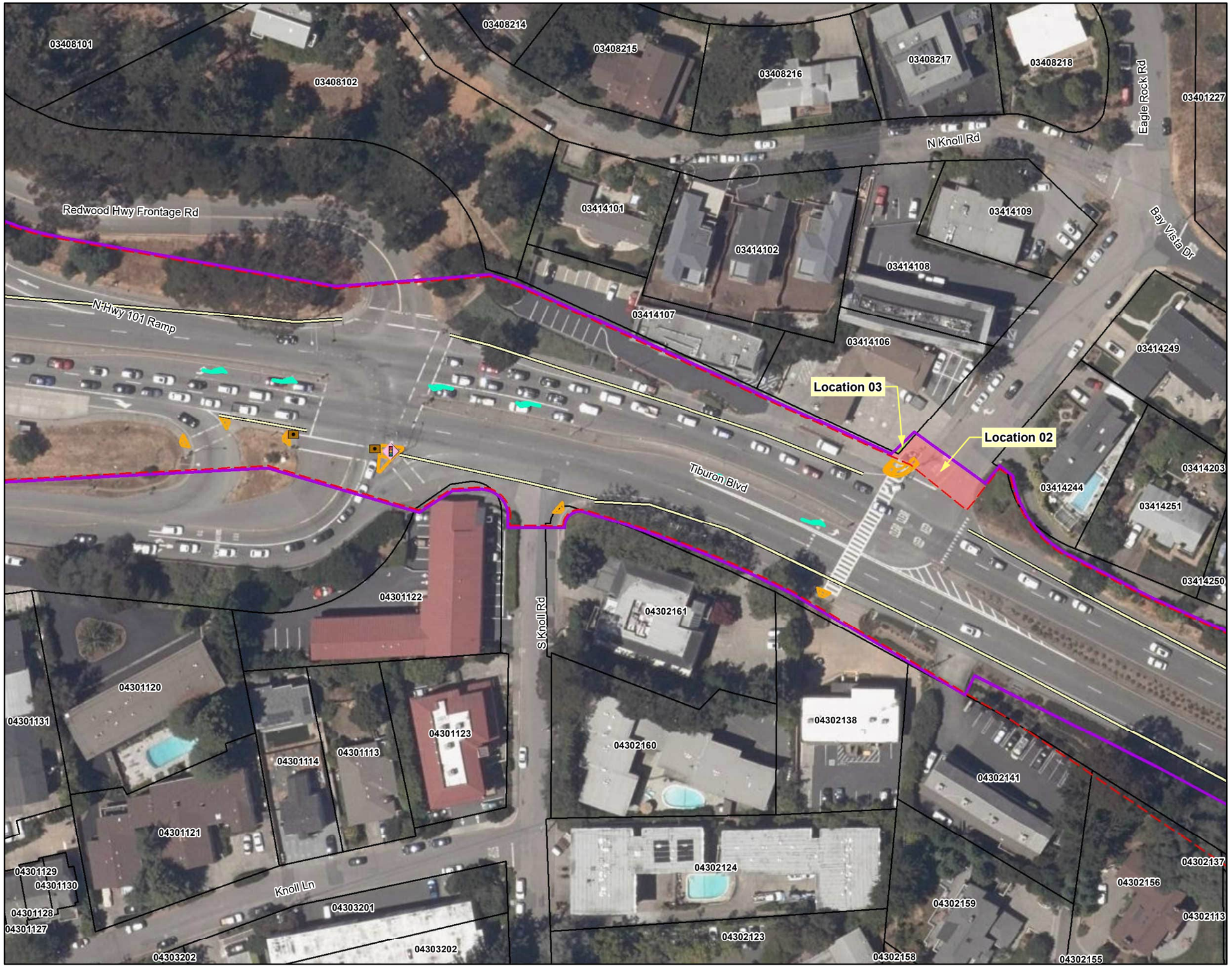
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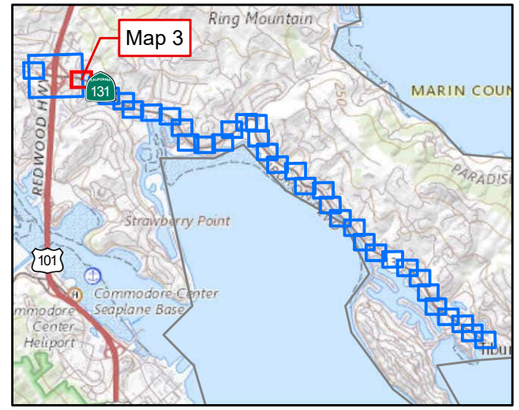
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FIGURE 3
Map 02 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Traffic Signal and Lighting

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

N

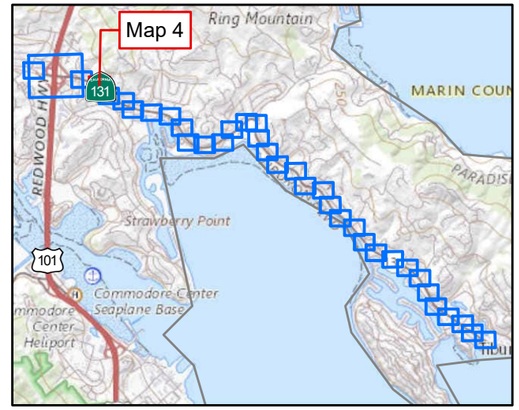
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FIGURE 3
Map 03 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)
- Right of Way Acquisition
  Permit to Enter & Construct

N

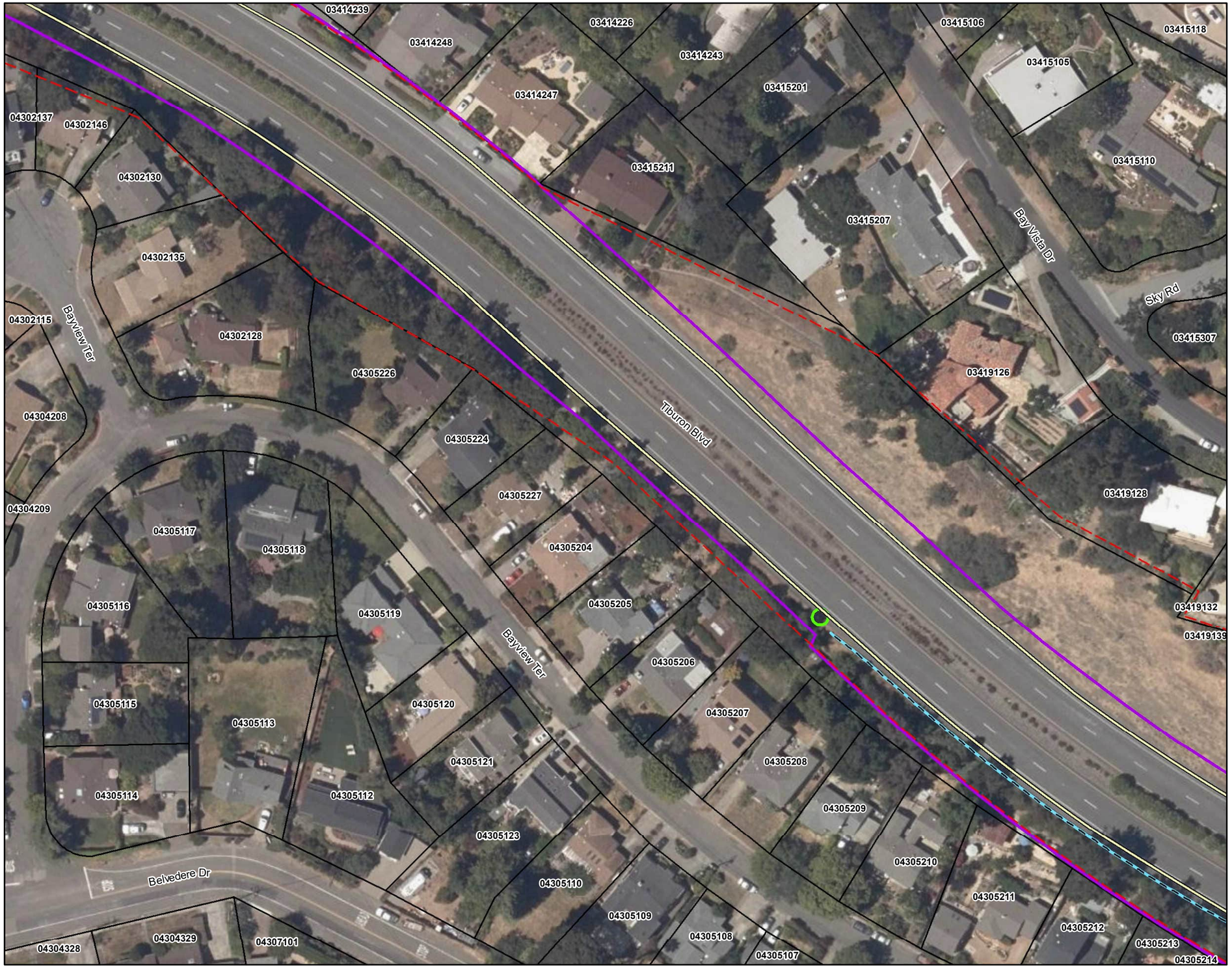
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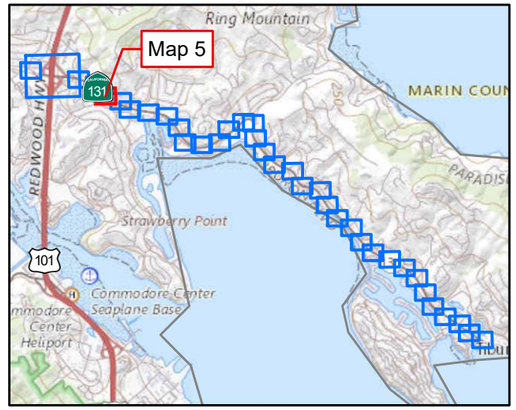
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Caltrans

FIGURE 3
Map 04 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Lengthen Metal Bean Guardrail
- Replace Metal Beam Guardrail with Midwest Guardrail System

N

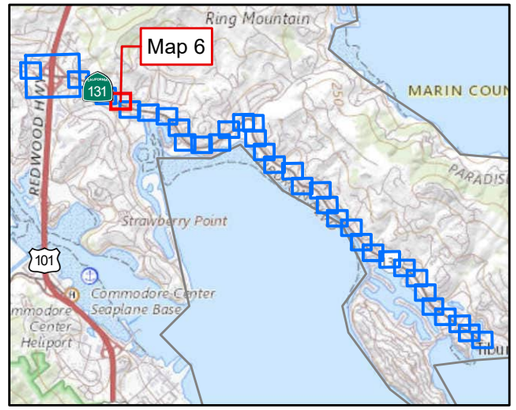
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FIGURE 3
Map 05 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Relocate State Interconnect Cable System
- Relocate Traffic Signal
- Install Traffic Signal
- Install Traffic Signal and Lighting

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)
- Construct Class I Bicycle Lane (Not in CAD)

From CAD

- Lengthen Metal Bean Guardrail
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

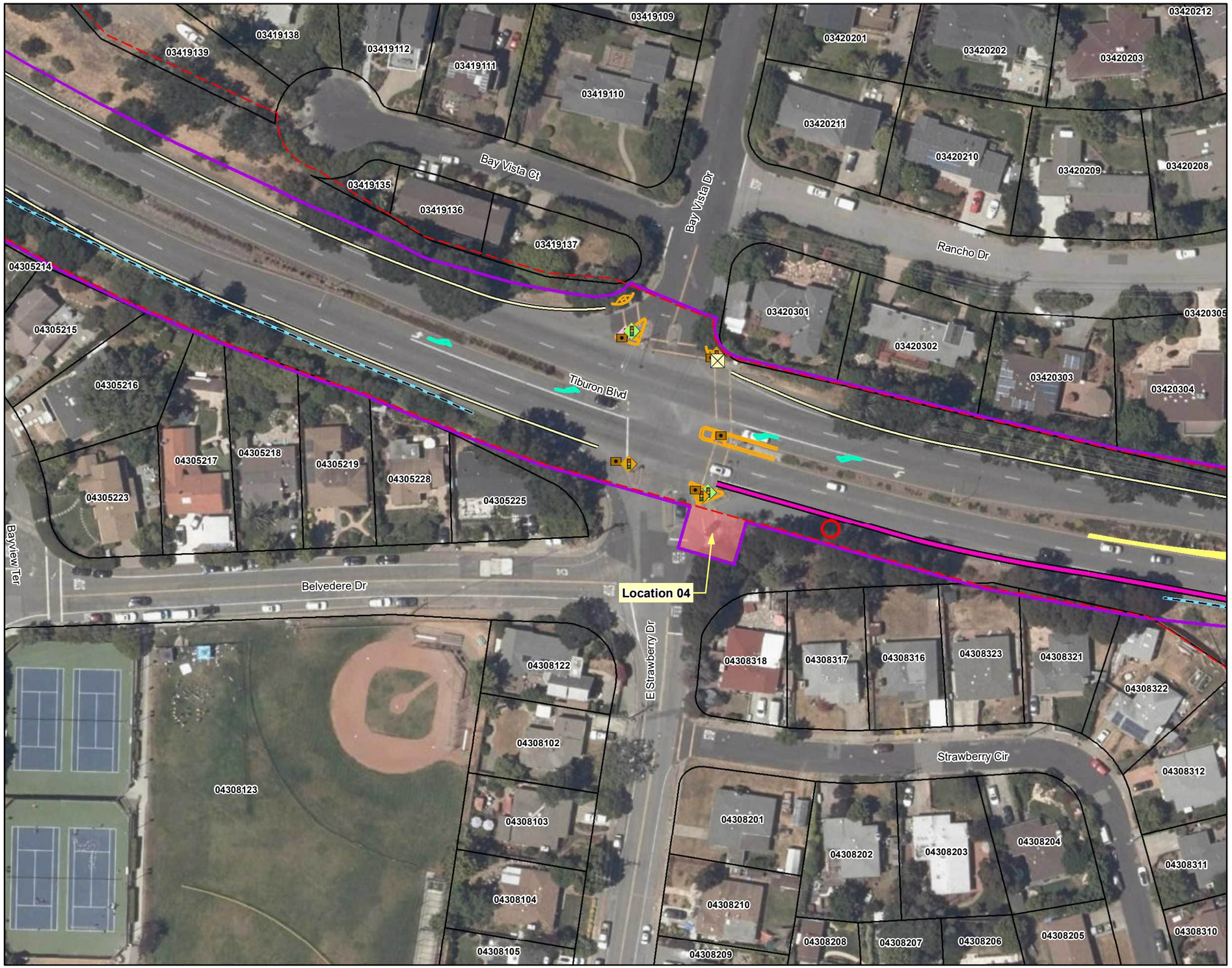
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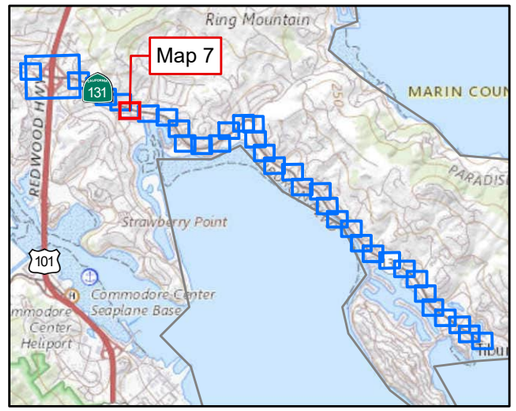
0 75 150

Feet

FIGURE 3
Map 06 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Relocate State Interconnect Cable System
- Relocate Traffic Signal
- Install Traffic Signal
- Install Traffic Signal and Lighting

Not in CAD

- Relocate Bus Stop
- Construct Class IV Bicycle Lane (Not in CAD)
- Construct Class I Bicycle Lane (Not in CAD)

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Upgrade Curb Ramp
- Widen Roadway (Not in CAD)
- Right of Way Acquisition
  Permit to Enter & Construct

N

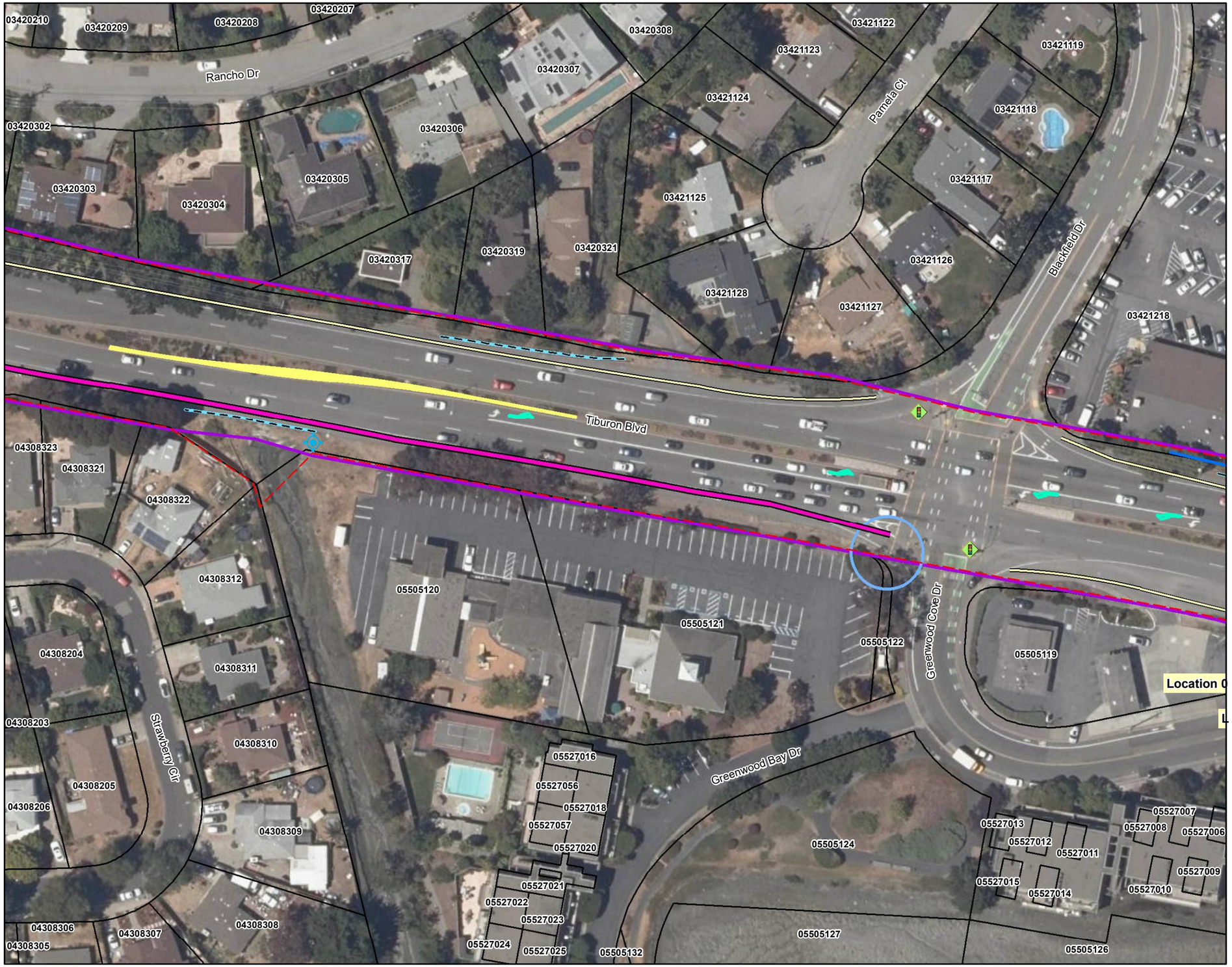
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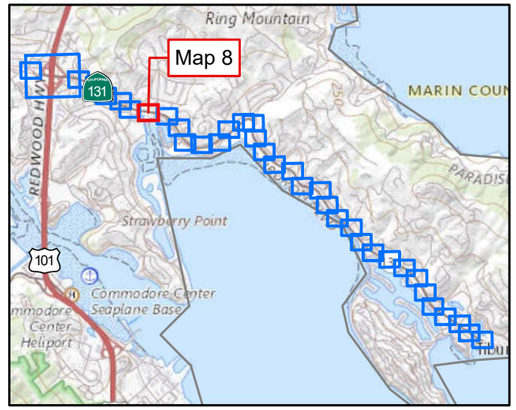
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Caltrans

FIGURE 3
Map 07 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Relocate Street Light
- Relocate Traffic Signal

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)
- Construct Class I Bicycle Lane (Not in CAD)

From CAD

- Remove and Replace Culvert
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Improve Drainage (Not in CAD Layout)
- Widen Roadway (Not in CAD)

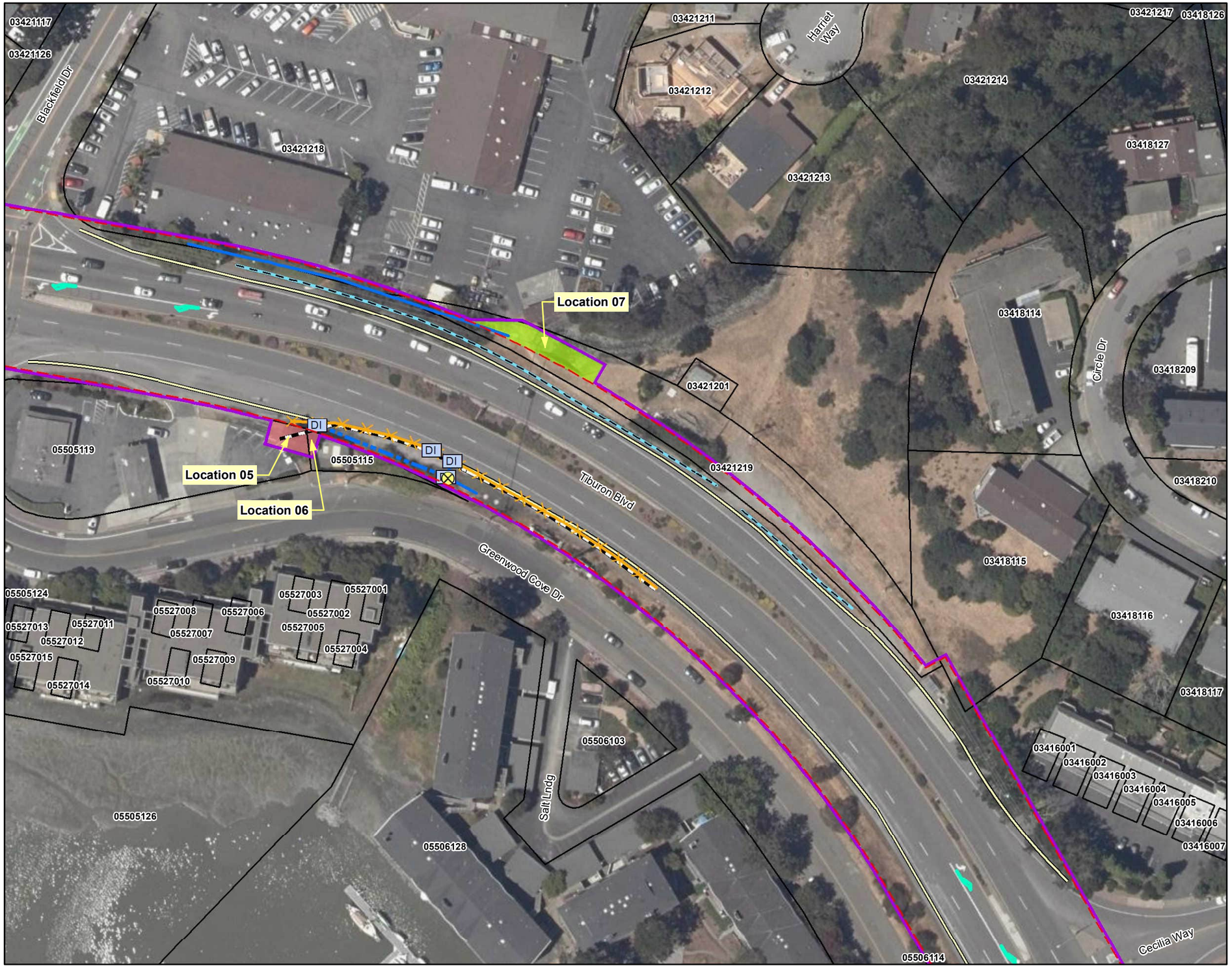
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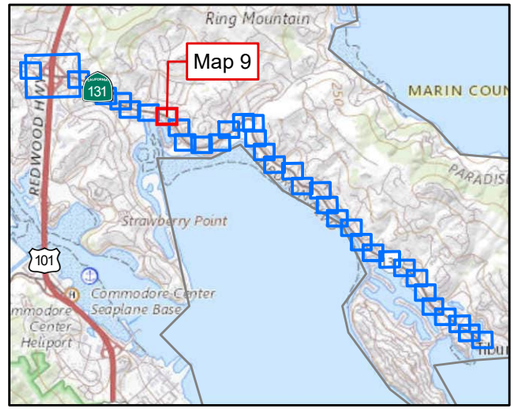
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Feet

FIGURE 3
Map 08 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- DI — Install Drainage Inlet
- Remove FES

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Remove Dike
- Install Concrete Barrier
- Remove and Replace Culvert
- Install Culvert
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

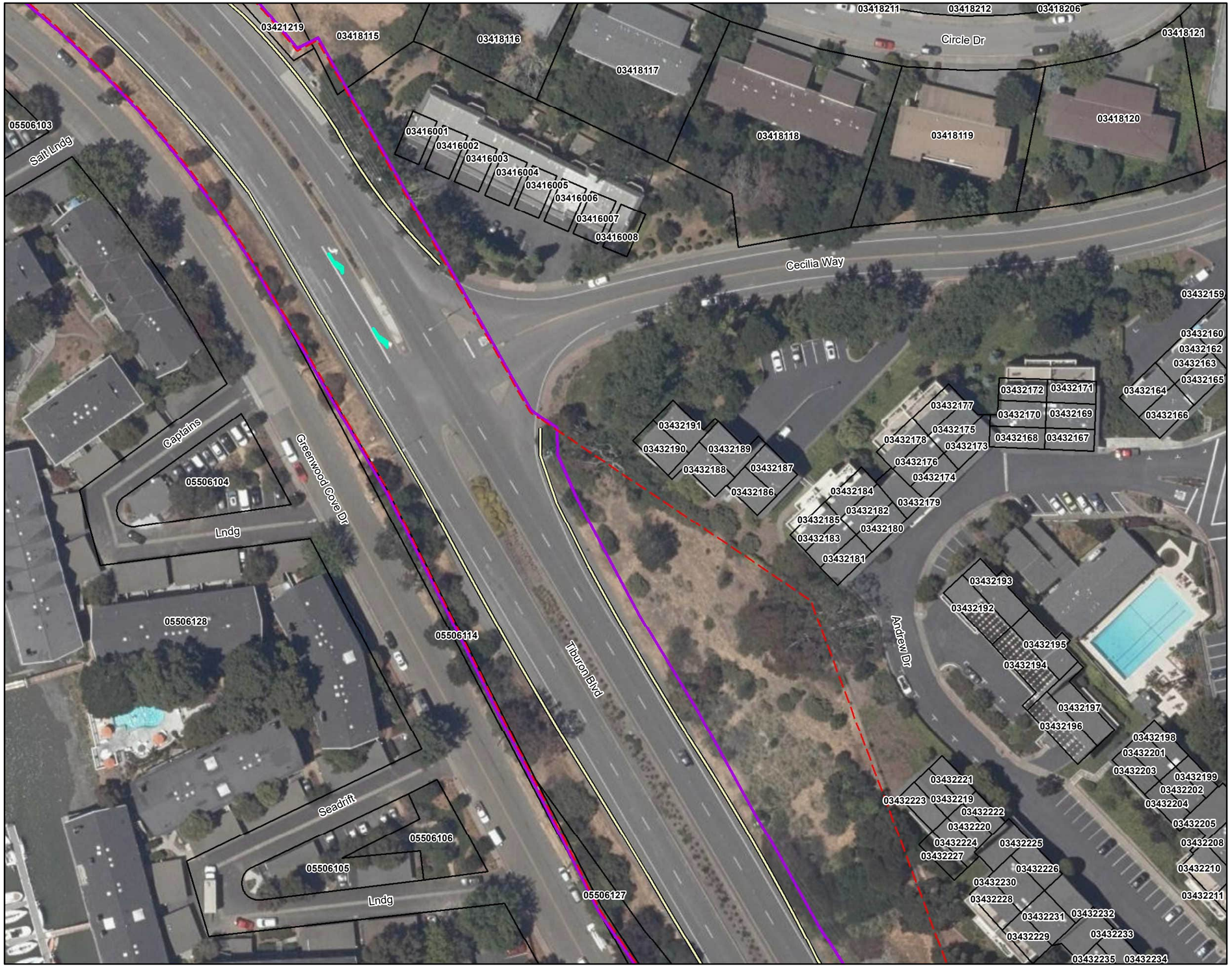
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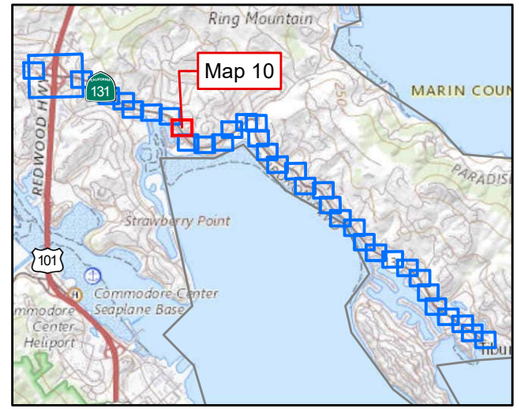
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Feet

FIGURE 3
Map 09 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Restripe Travel Lane

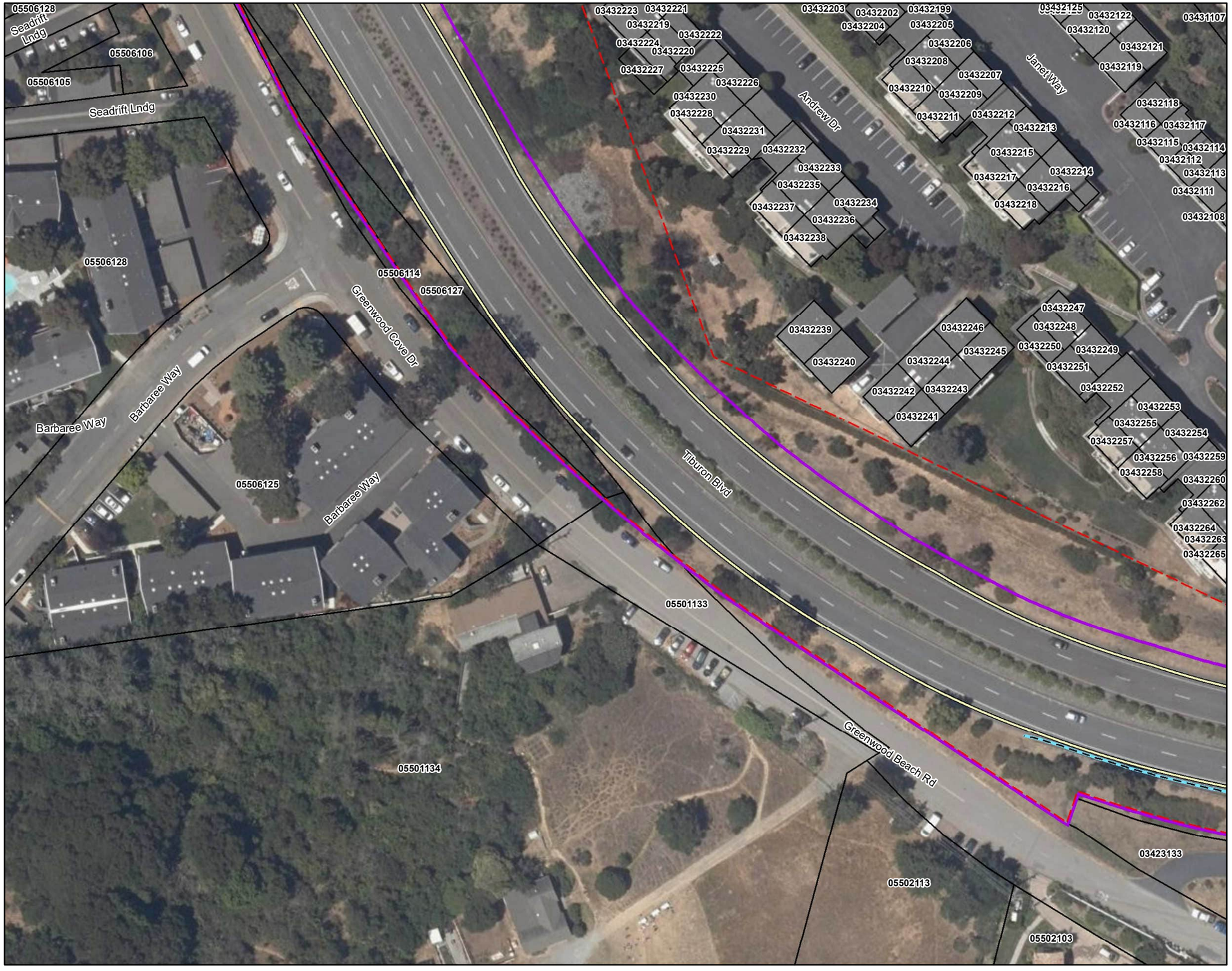
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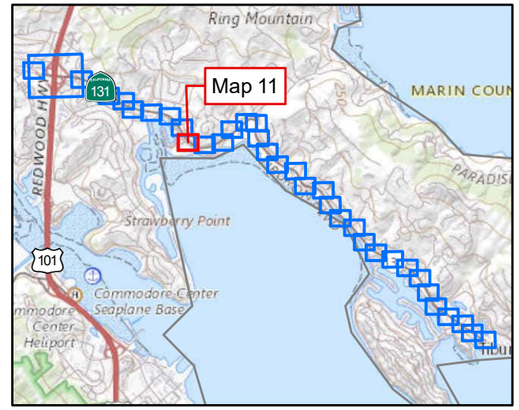
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Feet

FIGURE 3
Map 10 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

N

0 75 150

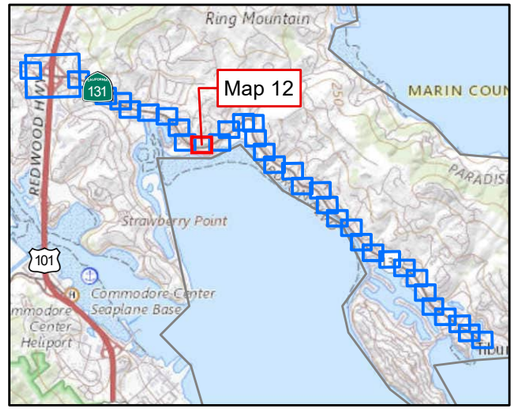
Feet

Caltrans

FIGURE 3
Map 11 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

N

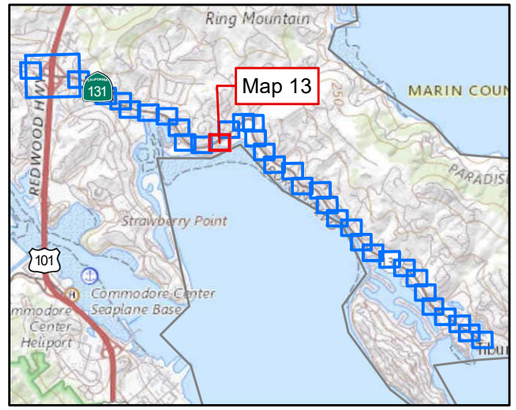
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Feet

FIGURE 3
Map 12 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Upgrade Lane Drop Signage

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

N

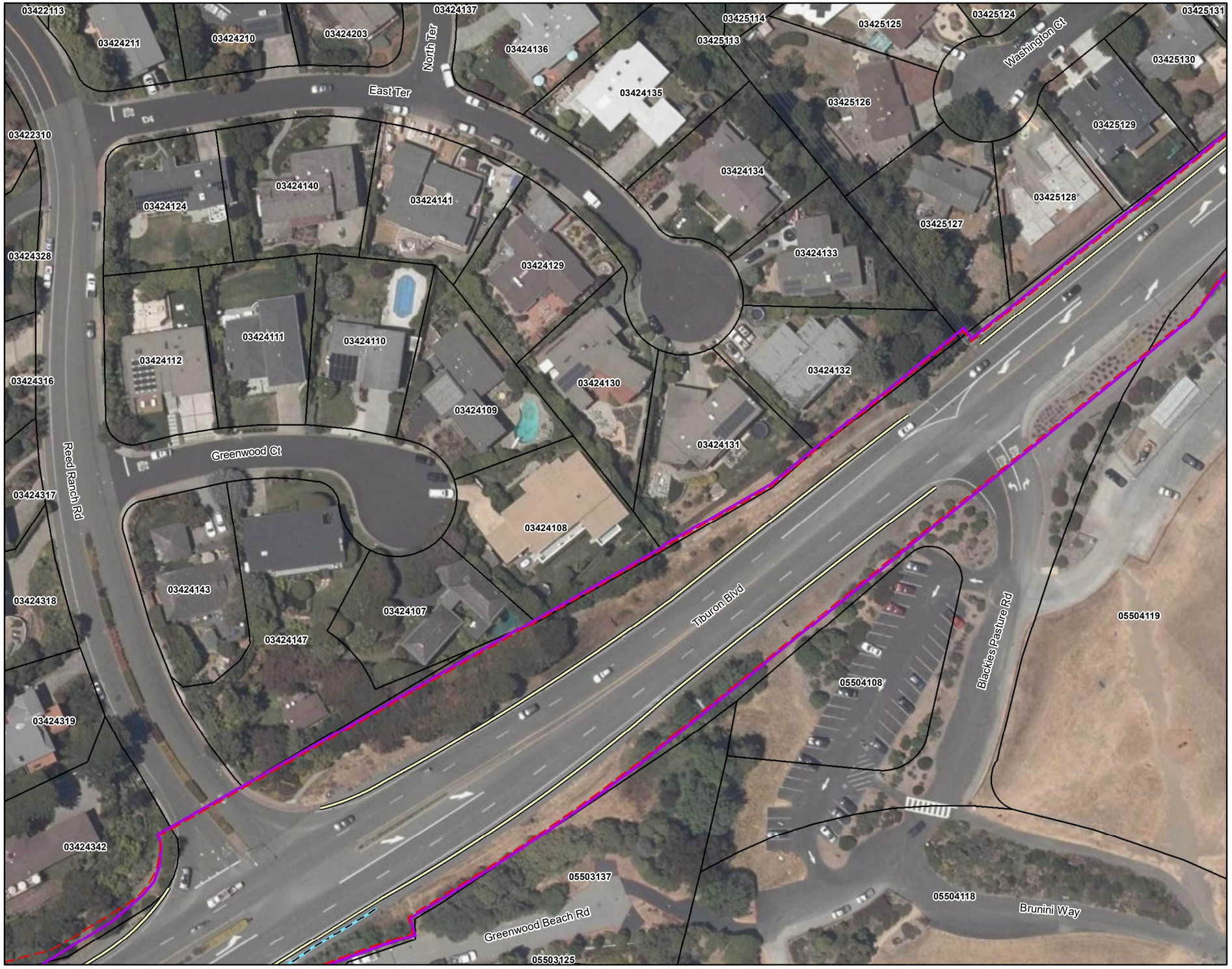
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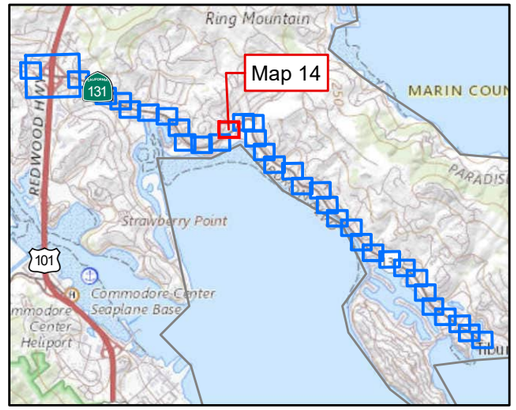
Feet

Caltrans

FIGURE 3
Map 13 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

Not in CAD

- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

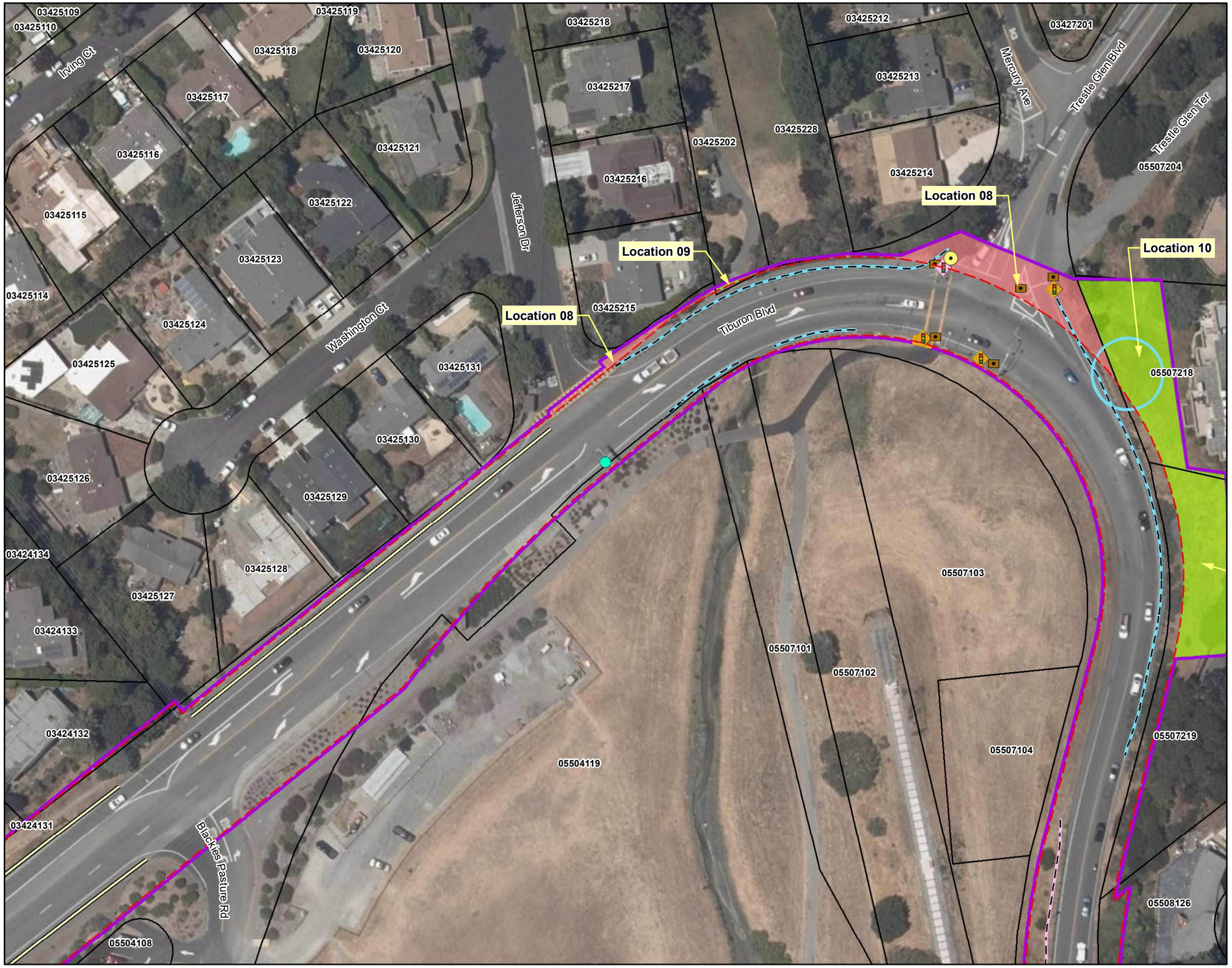
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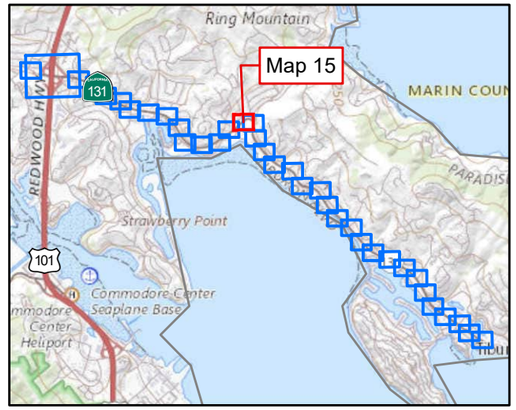
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Feet

FIGURE 3
Map 14 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Construct Curb and Install Pedestrian Hybrid Beacon

Not in CAD

- Replace MGS
- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Improve Drainage
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

N

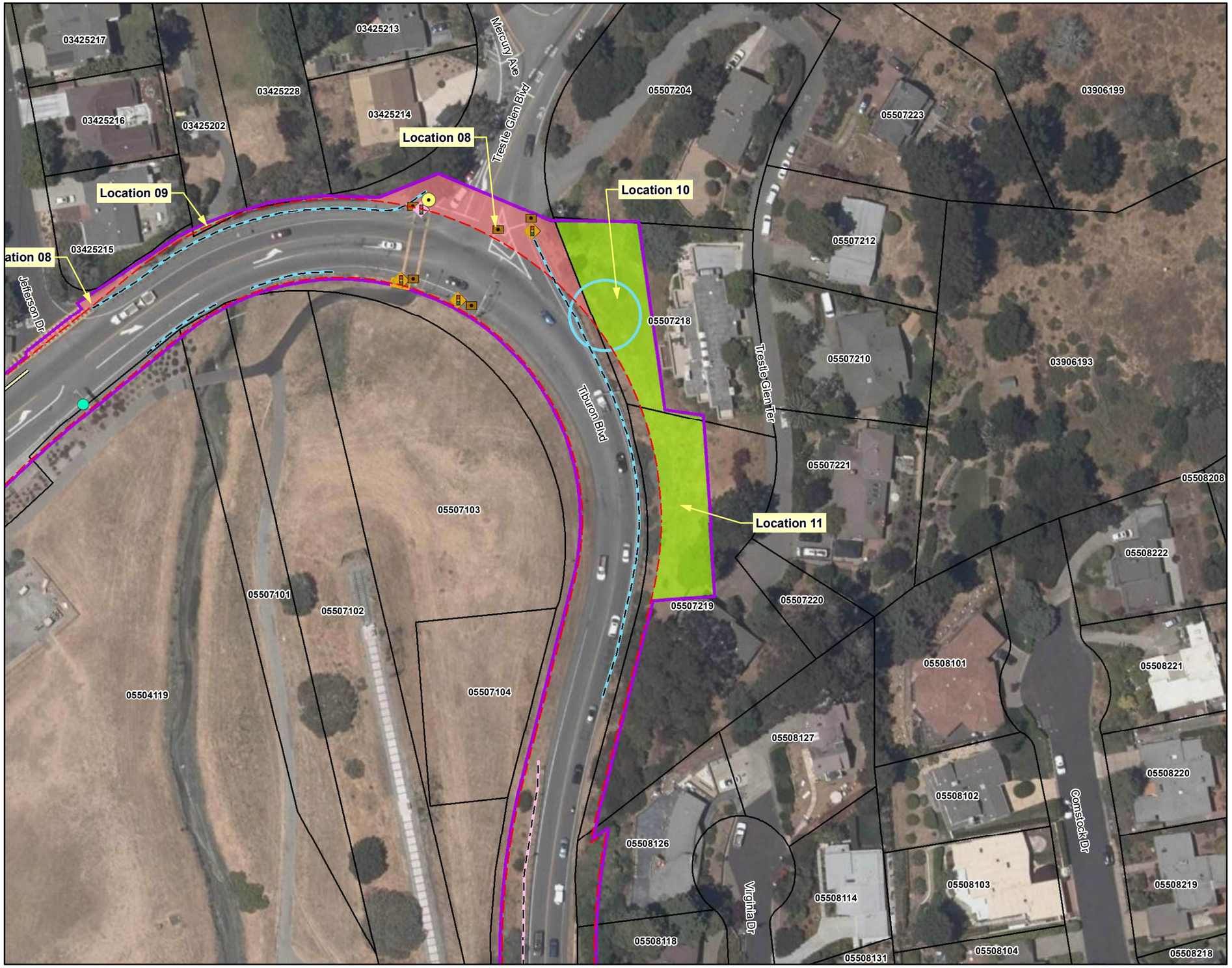
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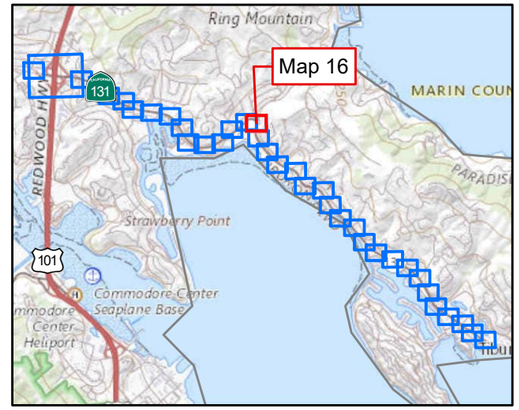
Feet

Caltrans

FIGURE 3
Map 15 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Construct Curb and Install Pedestrian Hybrid Beacon

Not in CAD

- Replace MGS
- Construct Class IV Bicycle Lane (Not in CAD)

From CAD

- Improve Drainage
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

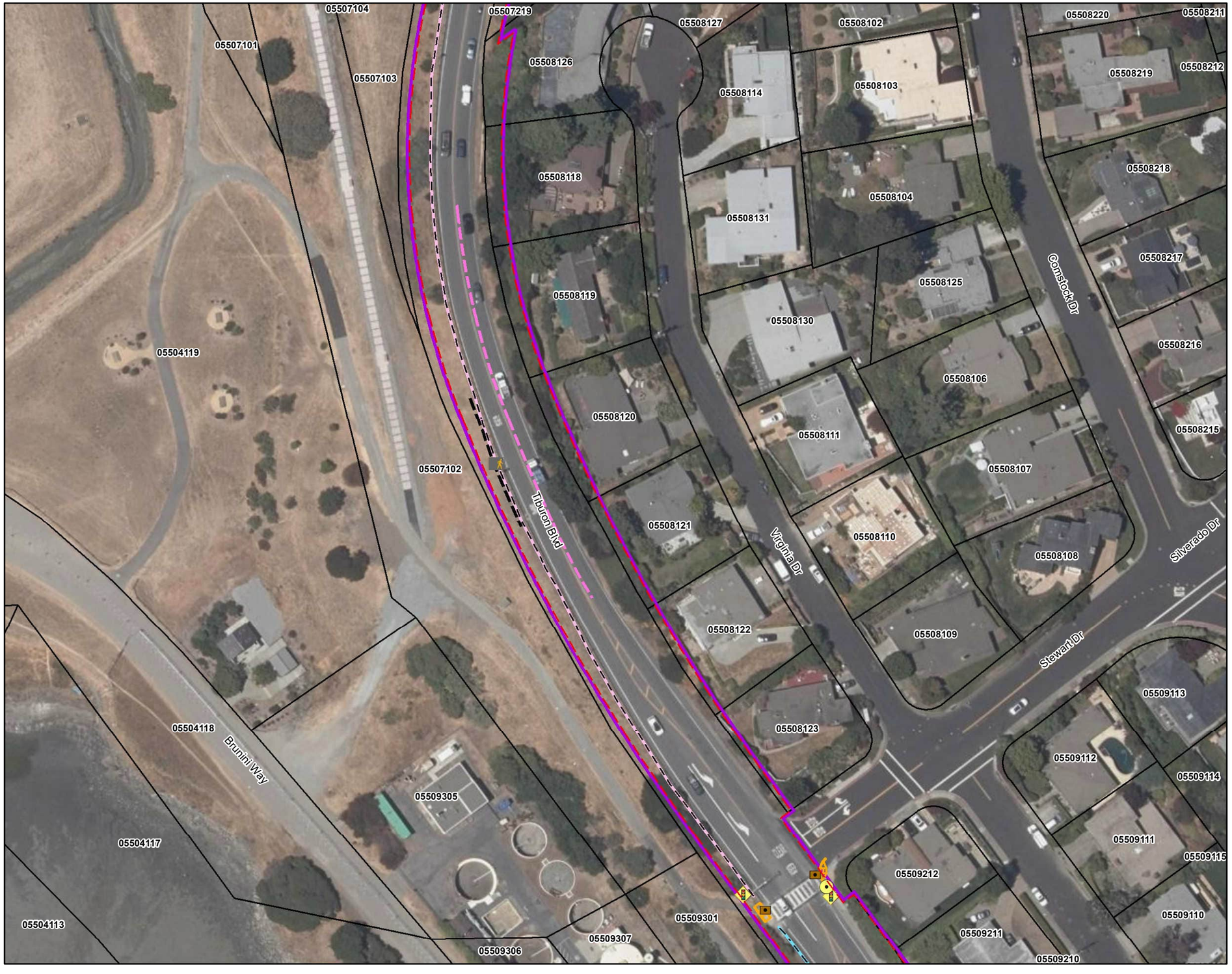
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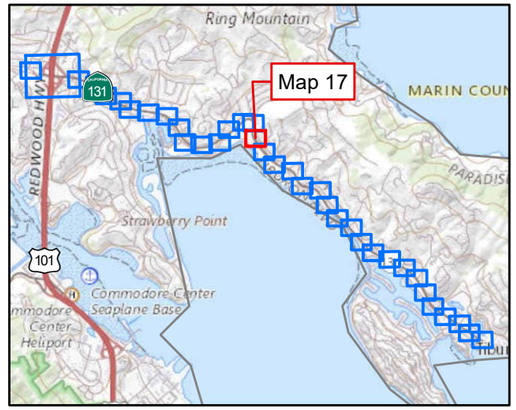
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Feet

FIGURE 3
Map 16 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Push Button
- Install Crosswalk Signage
- Install Flashing Beacon and Signal

Not in CAD

- Temporary K-Rail
- Install Cable Railing
- Replace MGS

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp

N

0 75 150

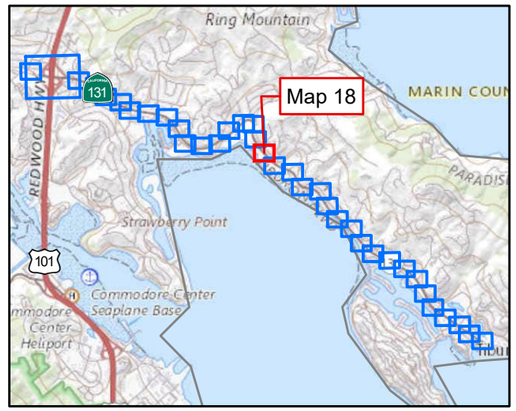
Feet

Caltrans

FIGURE 3
Map 17 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Push Button
- Install Flashing Beacon and Signal

Not in CAD

- Replace MGS

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp

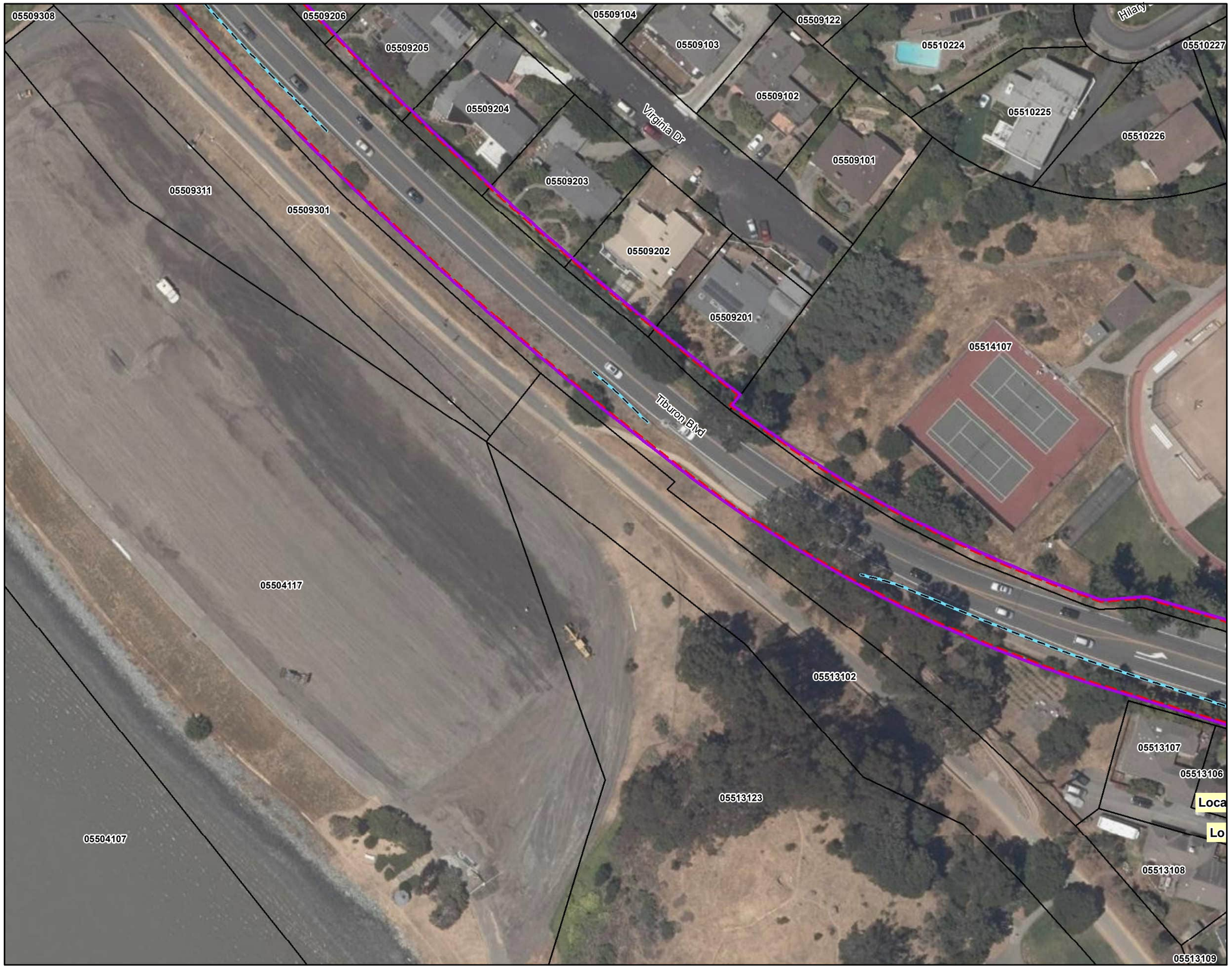
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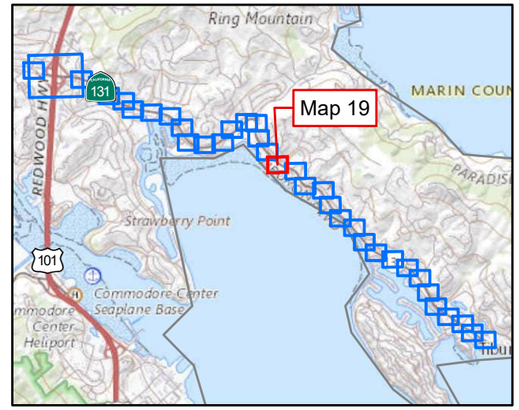
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Feet

FIGURE 3
Map 18 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

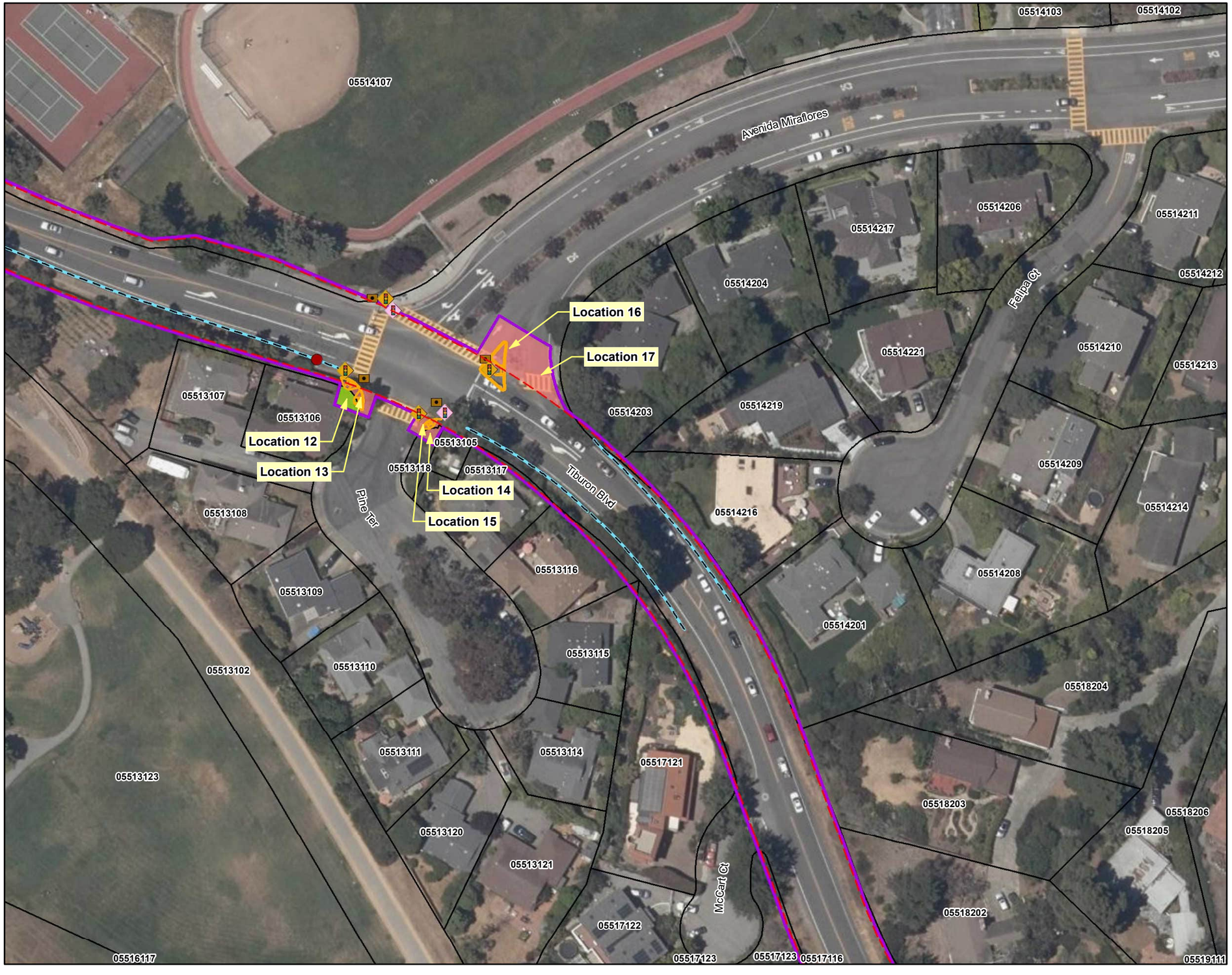
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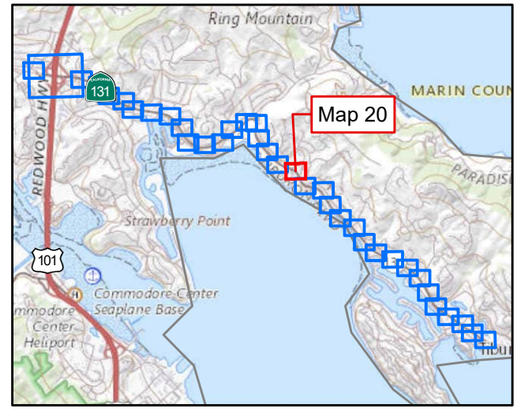
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Feet

FIGURE 3
Map 19 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Install Max-Tension Guardrail

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

N

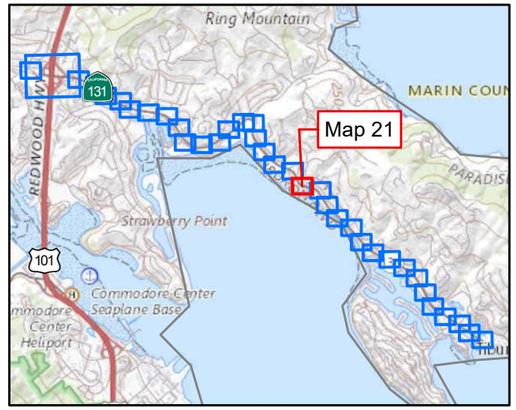
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Feet

FIGURE 3
Map 20 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

N

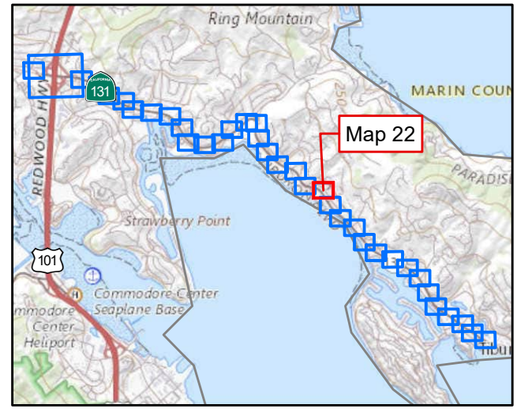
0 75 150

Feet

FIGURE 3
Map 21 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

N

0 75 150

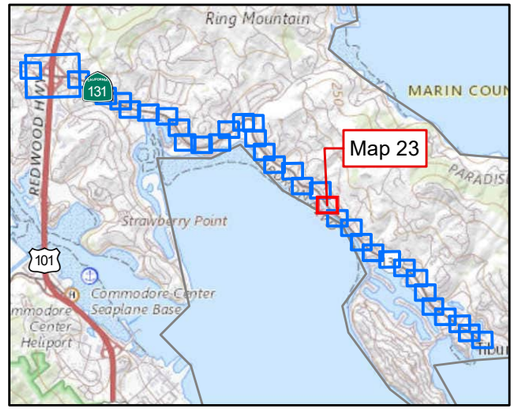
Feet

Caltrans

FIGURE 3
Map 22 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Upgrade Curb Ramp

N

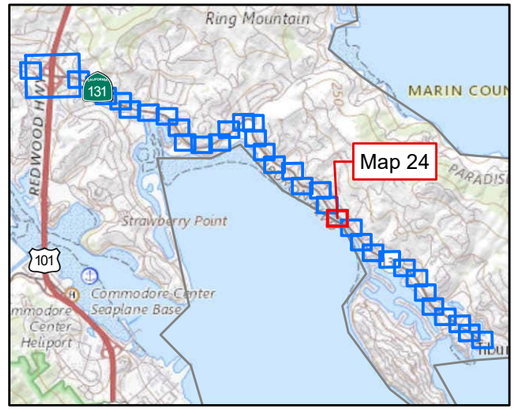
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Feet

FIGURE 3
Map 23 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- DI — Install Drainage Inlet
- Relocate Crosswalk Signage

From CAD

- Install Culvert
- Right of Way Acquisition
  Permit to Enter & Construct

N

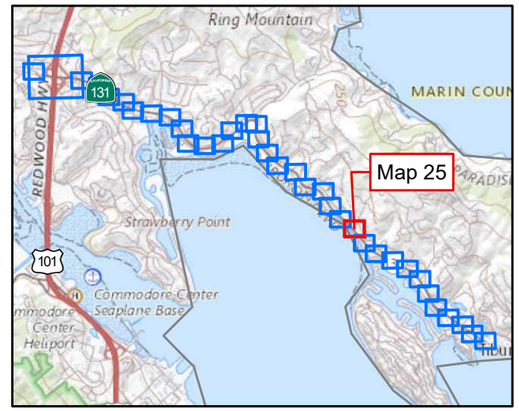
0 75 150

Feet

FIGURE 3
Map 24 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Relocate Crosswalk Sign
- Relocate Crosswalk Signage
- Right of Way Acquisition
  Permit to Enter & Construct

N

0 75 150

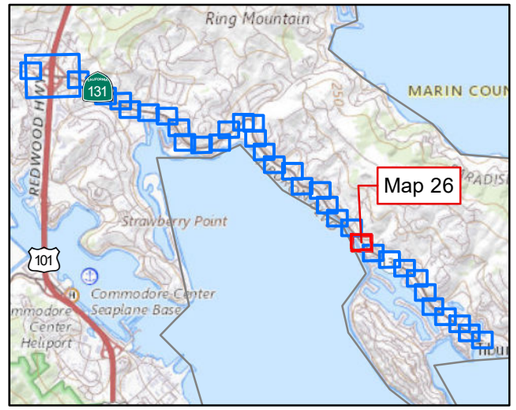
Feet

Caltrans

FIGURE 3
Map 25 of 36 - Central Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit

From CAD

- Lengthen Metal Bean Guardrail
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

N

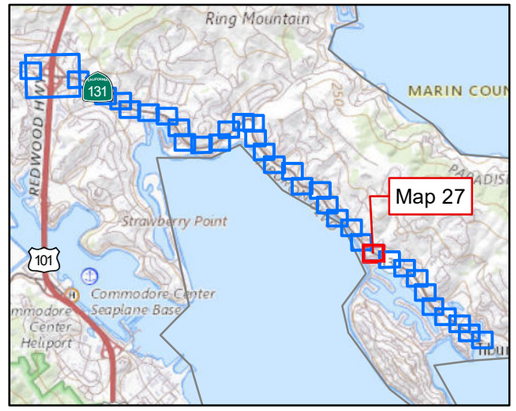
0 75 150

Feet

FIGURE 3
Map 26 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\09_SEPT\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit

From CAD

- Lengthen Metal Bean Guardrail
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

N

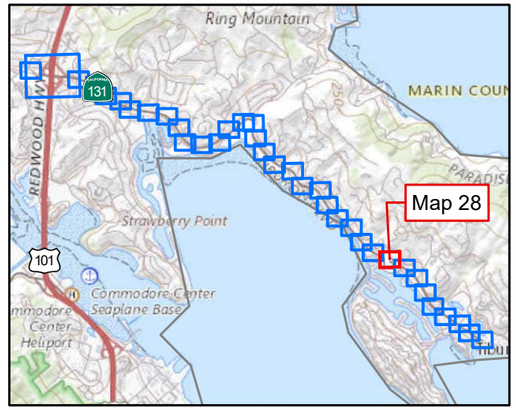
0 75 150

Feet

FIGURE 3
Map 27 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\09_SEPT\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Flashing Beacon

From CAD

- Upgrade Curb Ramp

N

0 75 150

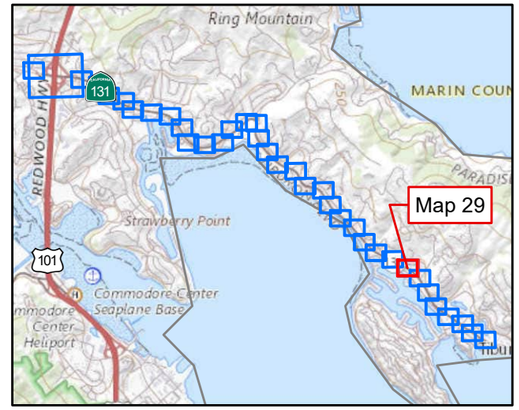
Feet

Caltrans

FIGURE 3
Map 28 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Flashing Beacon
- Restripe Yield Lane

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp

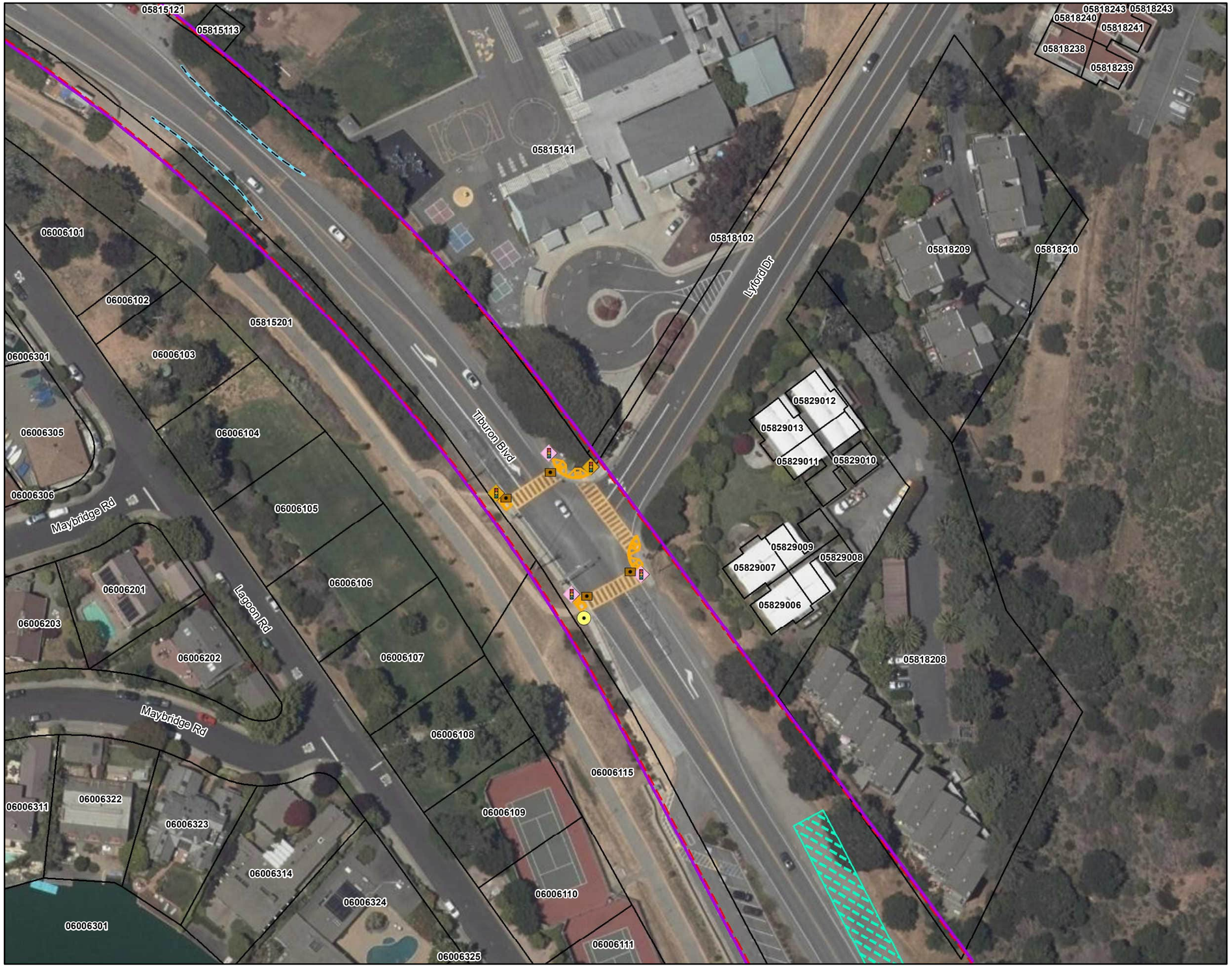
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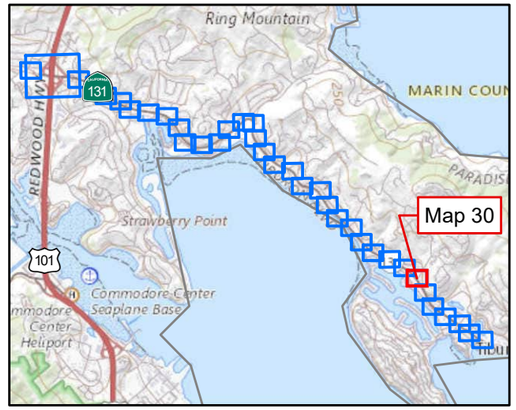
0 75 150

Feet

FIGURE 3
Map 29 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Staging Area

N

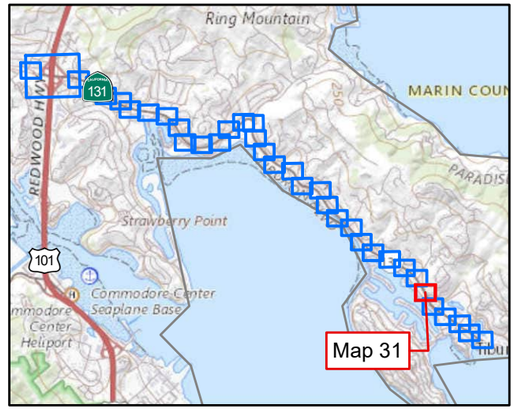
0 75 150

Feet

FIGURE 3
Map 30 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Staging Area

N

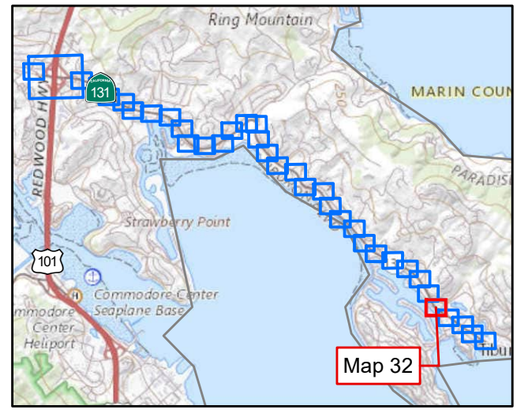
0 75 150

Feet

FIGURE 3
Map 31 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Right of Way Acquisition
  Permit to Enter & Construct

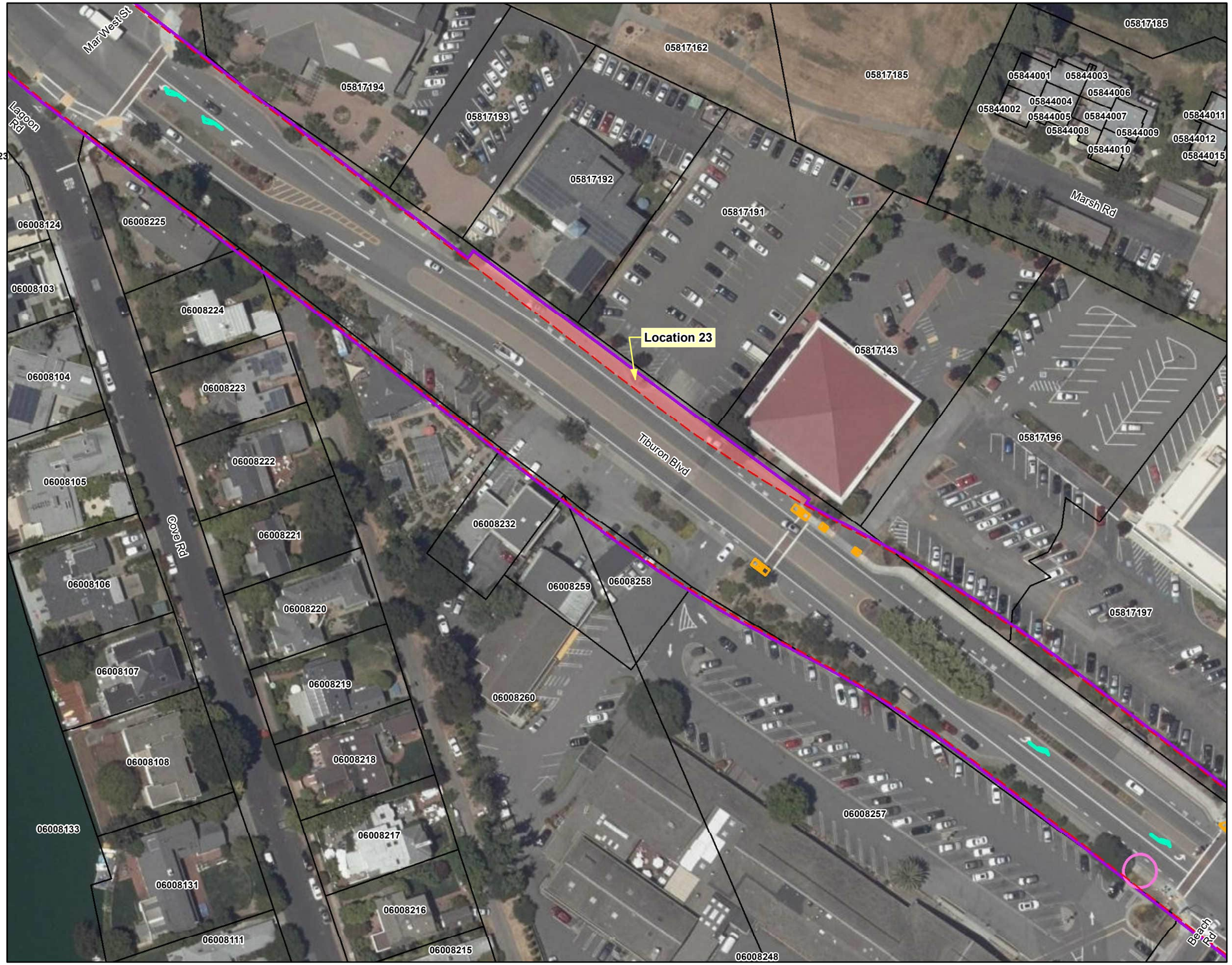
N

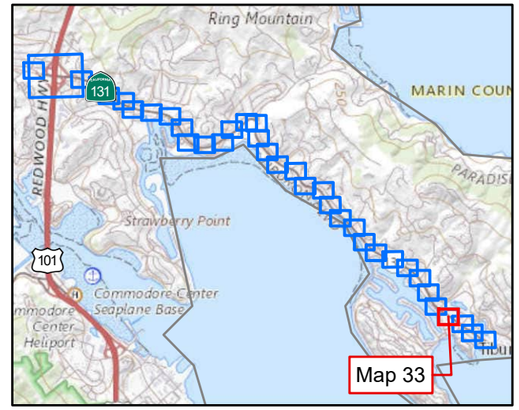
0 75 150

Feet

FIGURE 3
Map 32 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Replace Damaged Curb
- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

N

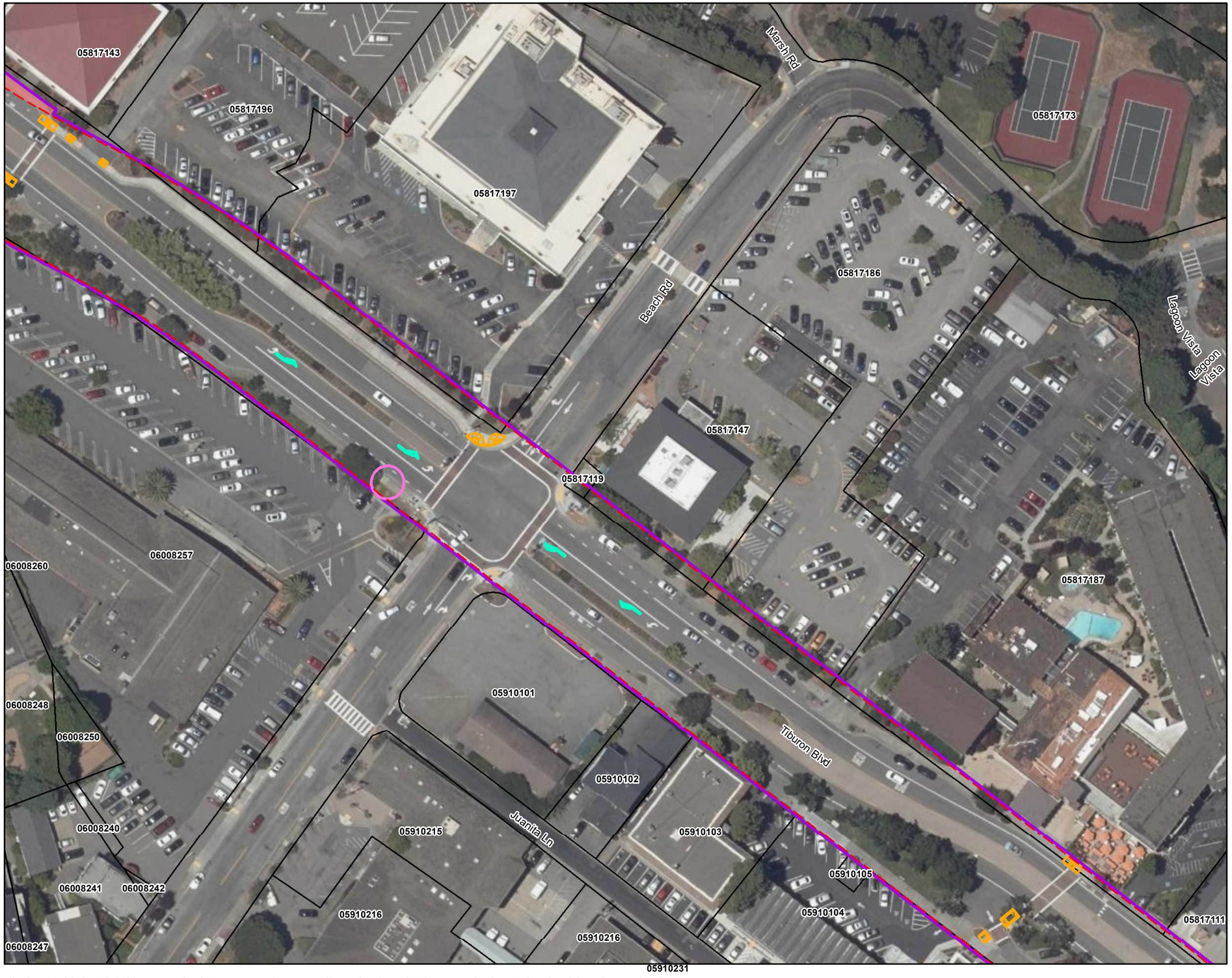
0 75 150

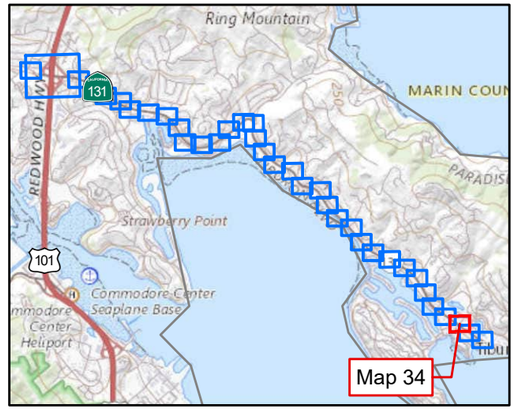
Feet

Caltrans

FIGURE 3
Map 33 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Replace Damaged Curb
- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

N

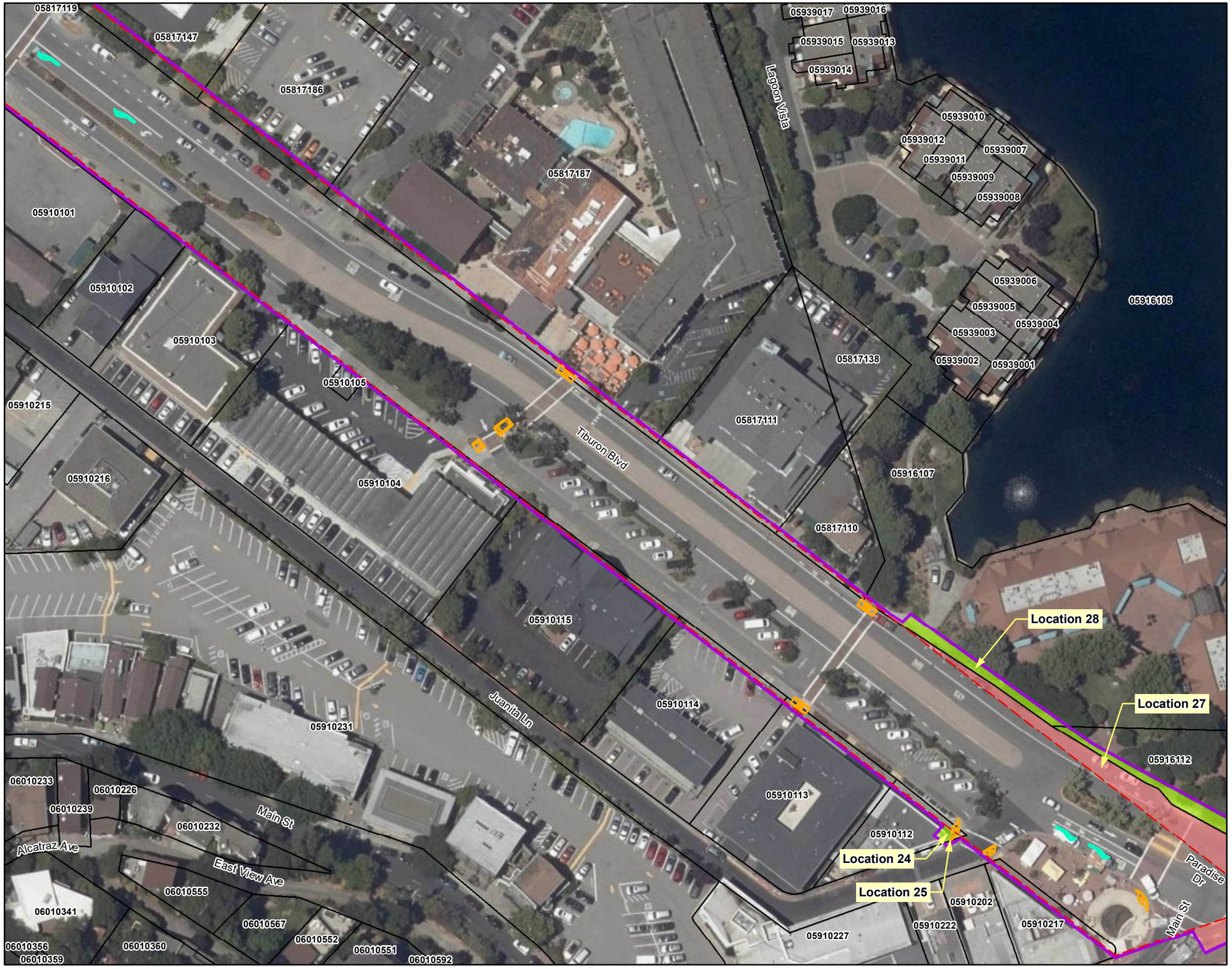
0 75 150

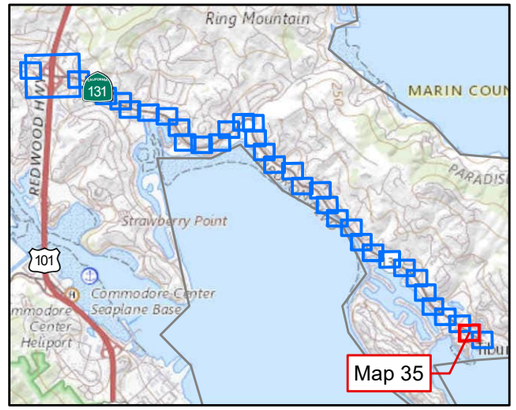
Feet

Caltrans

FIGURE 3
Map 34 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

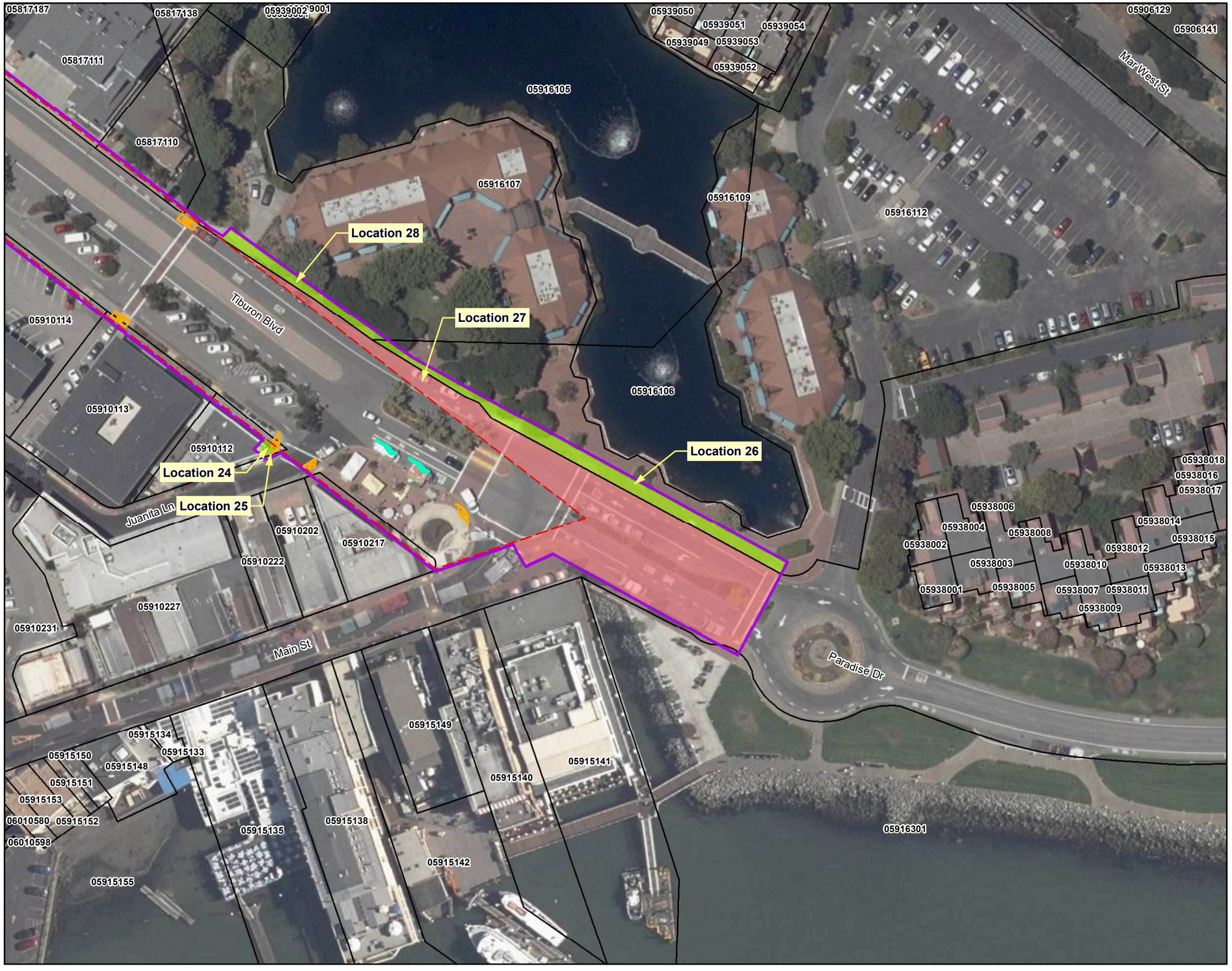
N

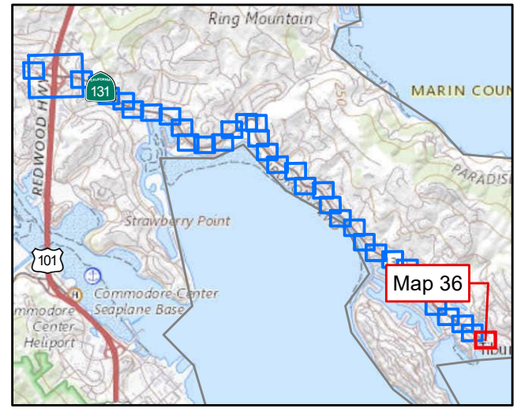
0 75 150

Feet

FIGURE 3
Map 35 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

N

0 75 150

Feet

FIGURE 3
Map 36 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\PD\06_JUNE\FIG3_PROJECT_COMPONENTS_1Q230.MXD

Horse Hill
County Open Space District

Tiburon Ridge
County Open Space District

La Cresta Open Space
City Park

Ring Mountain
County Open Space District

Alto Path
State Lands

Atkinson Open Space Purchase
City Park

Mill Valley / Sausalito Path
County Parks

Bel Aire Park
City Park

Cypress Hollow
City Park

Strawberry

Mill Valley / Sausalito Path
County Parks

Highlands Subdivision Open Space
City Park

Mill Valley Rec Center
City Park

Strawberry Park
Strawberry Recreation District

Reed Ranch Road -
Jefferson St Pathway
City Park

Strawberry Park
Strawberry Recreation District

Belveron Mini-Park
City Park

Hauke Park
City Park

Boat Launch
Strawberry Recreation District

Lyford,
Benjamin and
Hilarita, House

Blackies Pasture
City Park

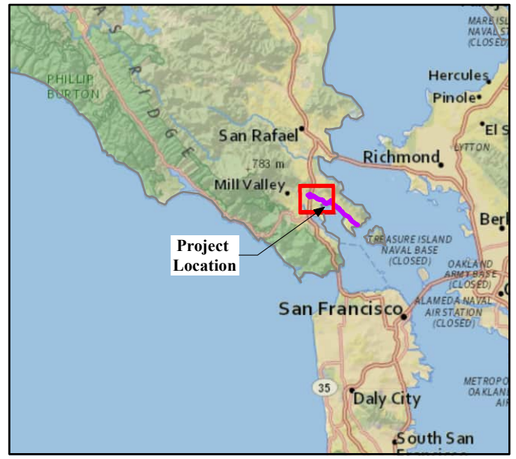
Path
Strawberry Recreation District

Mckegney Green
City Park

Richardson Bay

101

131



Legend

Project Footprint

0.5-Mile Radius from Project

Section 4(f) Resource

Parks

Public Park

Open space

Trails

Existing Trail

Bike Routes

National Register of Historic Places

Cultural Resource Building

N

0 1,000 2,000

Feet

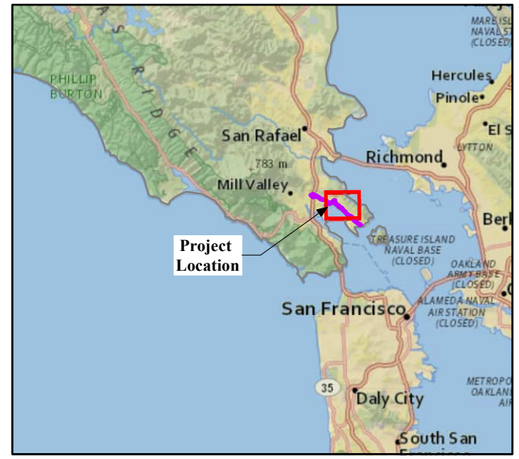
Caltrans

FIGURE 4
Map 1 of 3
Recreation Resources within a 0.5-Mile Radius of Project Footprint
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG4_RECREATION_RESOURCES_1Q230.MXD

Park
rk

Atkinson Open Space Purchase City Park
Highlands Subdivision Open Space City Park
Reed Ranch Road - Jefferson St Pathway City Park
Belveron Mini-Park City Park
Benton Court Pathway City Park
Hamon (Rock & Tree) Open Space City Park
Miraflores Subdivision Open Space City Park
Reed School District Open Space City Park
Del Madera Subdivision Open Space City Park
Hilary Dr - Tenaya Dr Pathway City Park
San Francisco Bay
131
Lyford, Benjamin and Hilarita, House
Blackies Pasture City Park
Mckegney Green City Park
South-of-the-Knoll Park City Park
Tiburon
Richardson Bay
Eavey Open Space Purchase City Park
Meadowhill Subdivision Open Space City Park
Hilarita Project Open Space City Park
Marinero Circle Park City Park
Reed Park City Park
Richardson Bay Lineal Park City Park
The Cypress Garden Park (Secret Garden) City Park
Richardson Bay Lineal Park City Park
Town Hall Area Open Space City Park
Hilarita Project Open Space City Park



Legend

- Project Footprint
- 0.5-Mile Radius from Project

Section 4(f) Resource

Parks

- Public Park
- Open space

Trails

- Existing Trail
- Bike Routes

National Register of Historic Places

- Cultural Resource Building

N

0 1,000 2,000
Feet

Caltrans

FIGURE 4
Map 2 of 3
Recreation Resources within a 0.5-Mile Radius of Project Footprint
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG4_RECREATION_RESOURCES_1Q230.MXD

Eavey Open Space Purchase
City Park City Park

Richardson Bay Lineal Park City Park
Meadowhill Subdivision Open Space City Park
Hilarita Project Open Space City Park
Marinero Circle Park City Park
Reed Park City Park
Old Saint Hilary's County Open Space District
The Cypress Garden Park (Secret Garden) City Park
Hilarita Project Open Space City Park
Richardson Bay Lineal Park City Park
Town Hall Area Open Space City Park
Old Saint Hilary's County Open Space District
Moitoza Lane Steps and Pathway City Park
Pt. Ttiburon Marsh Open Space City Park
Zelinsky Park City Park
Raccon Lane Segment City Park
Pt. Tiburon Tennis Courts City Park
Belvedere Community Center City Park
Belvedere
Lyford's Stone Tower
Mini Park City Park
San Francisco and North Pacific Railroad Station House--Depot
Pt. Tiburon Shoreline Park City Park
Richardson Bay
Richardson Bay
Richardson Bay
San Francisco Bay
131



Legend
- Project Footprint
- 0.5-Mile Radius from Project

Section 4(f) Resource

Parks
- Public Park
- Open space

Trails
- Existing Trail
- Bike Routes

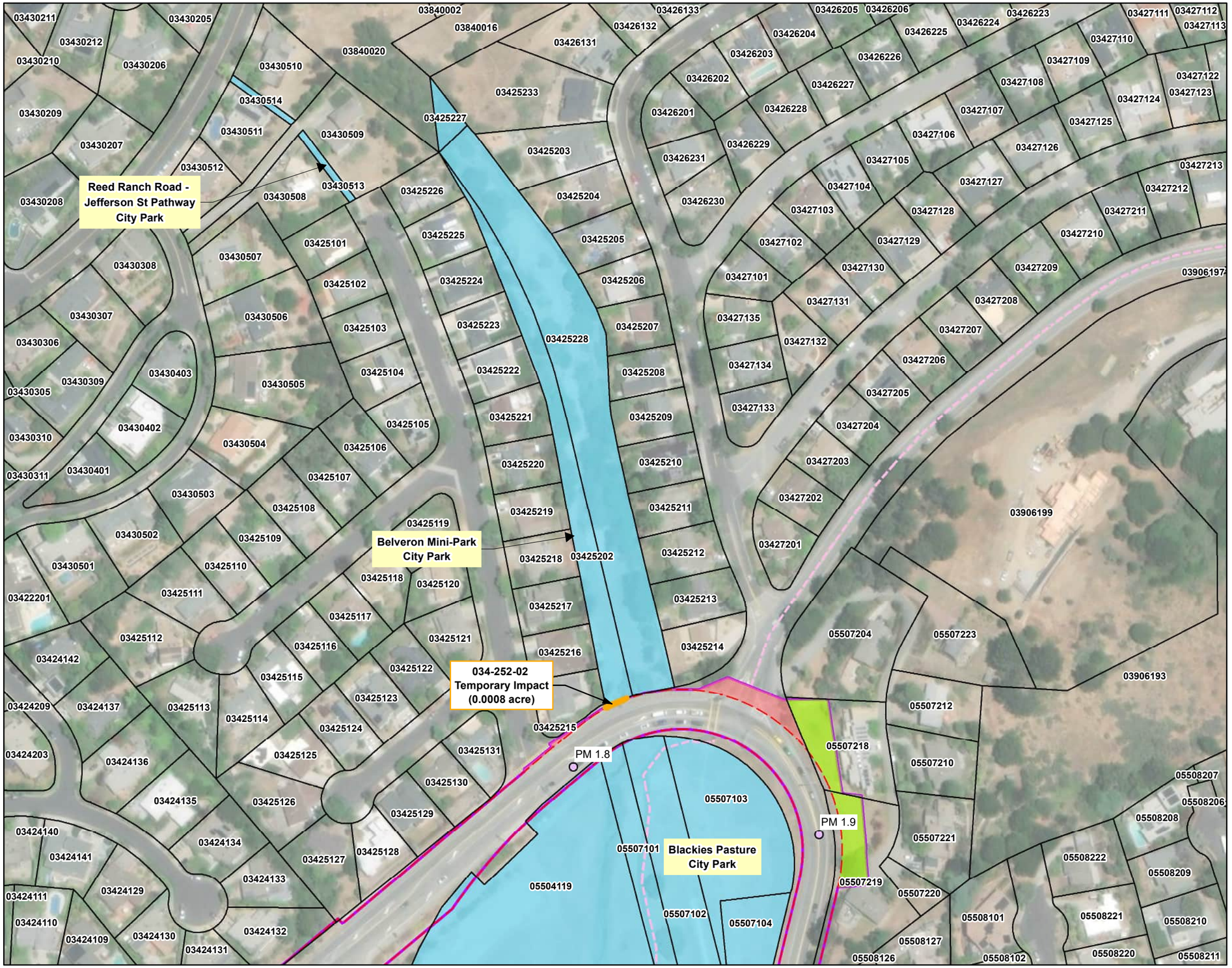
National Register of Historic Places
- Cultural Resource Building

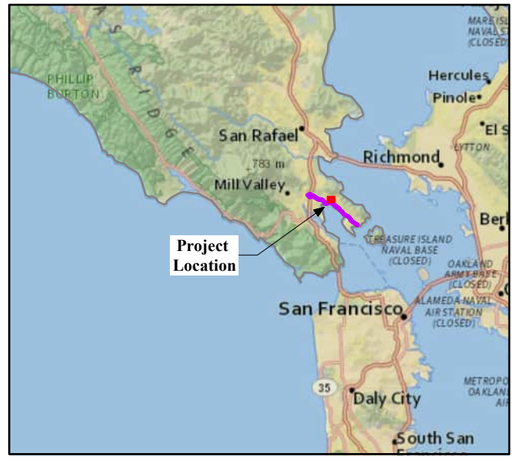
N
0 1,000 2,000
Feet

Caltrans

FIGURE 4
Map 3 of 3
Recreation Resources within a 0.5-Mile Radius of Project Footprint
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG4_RECREATION_RESOURCES_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

Section 4(f) Resource

Parks

- Public Park

Trails

- Existing Trail
- Bike Routes

Impacts to Section 4(f) Resources

- Temporary Impact (0.008 acre)

N

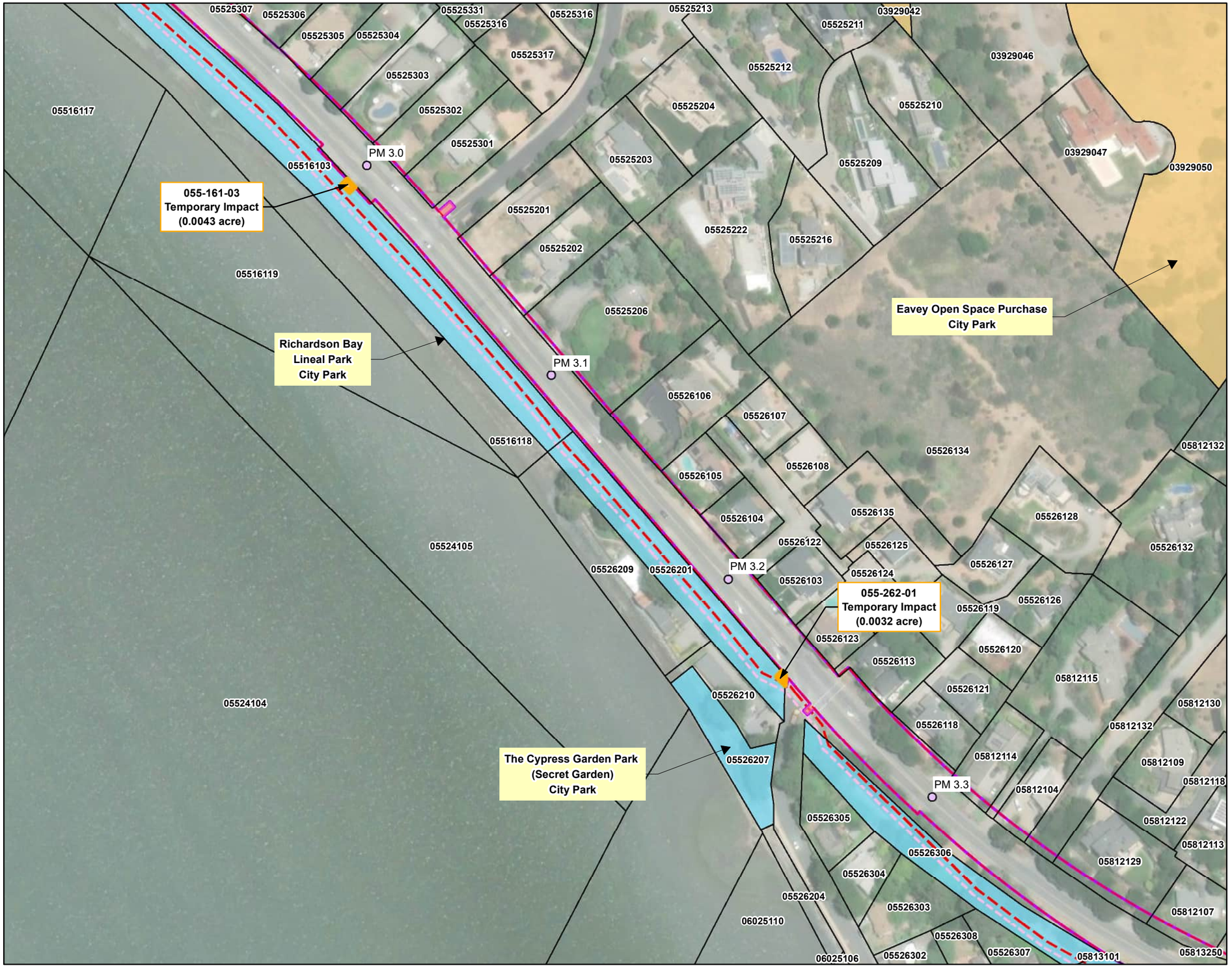
0 150 300

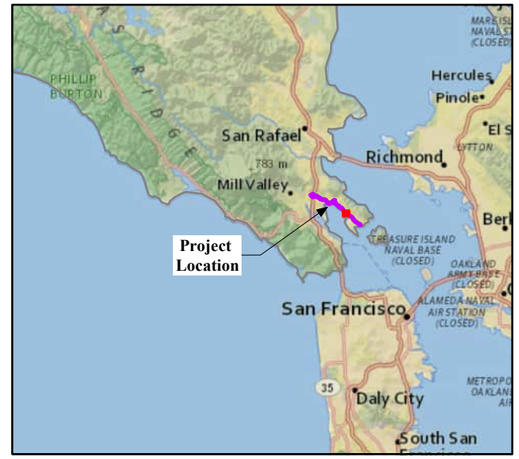
Feet

Caltrans

FIGURE 5
Map 1 of 3
Impacts to Section 4(f) Resources
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG5_SECTION4F_IMPACTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint
- Right of Way Acquisition
  Permit to Enter & Construct

Section 4(f) Resource

Parks

- Public Park
- Open space

Trails

- Existing Trail
- Bike Routes

Impacts to Section 4(f) Resources

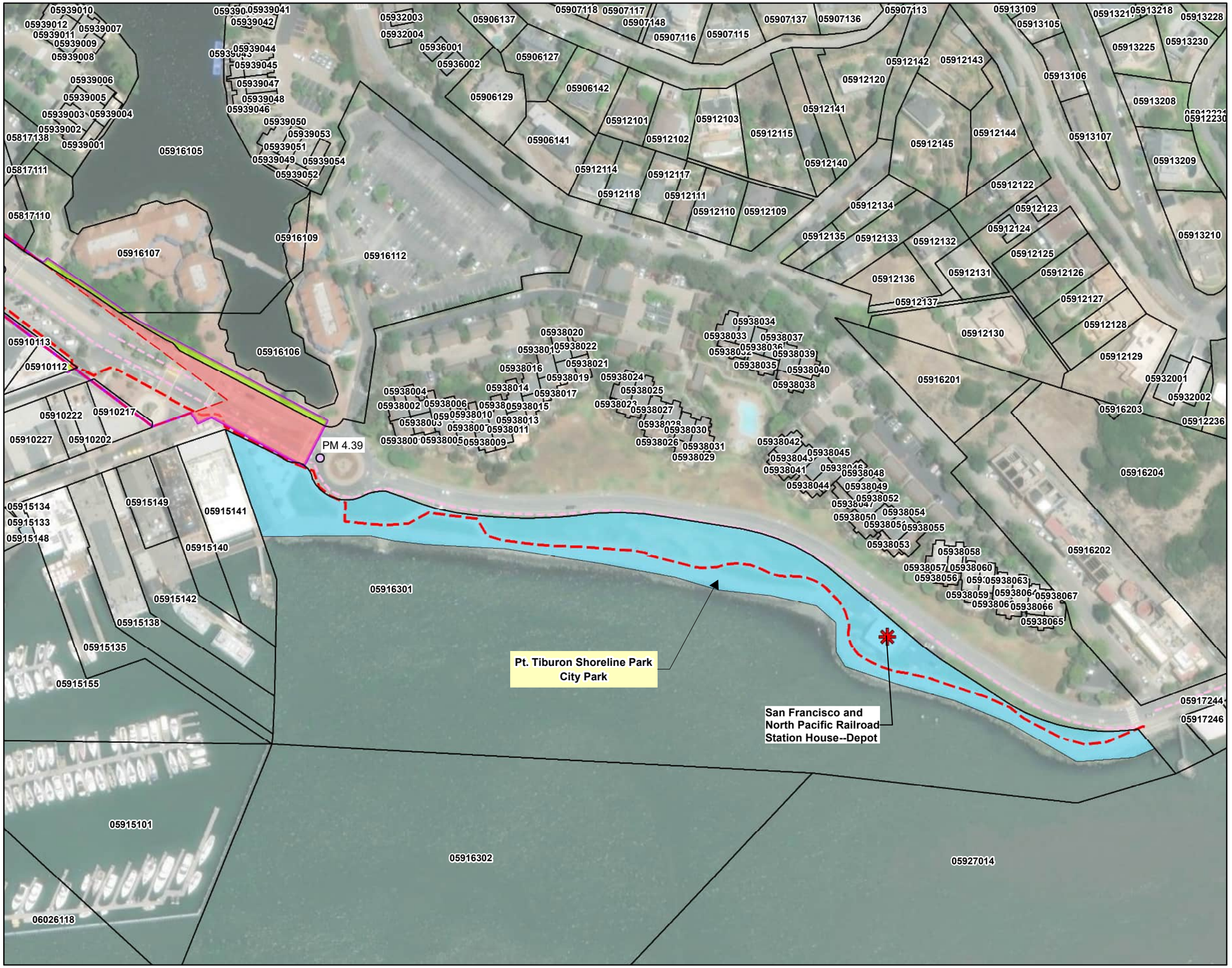
- Temporary Impact (0.008 acre)

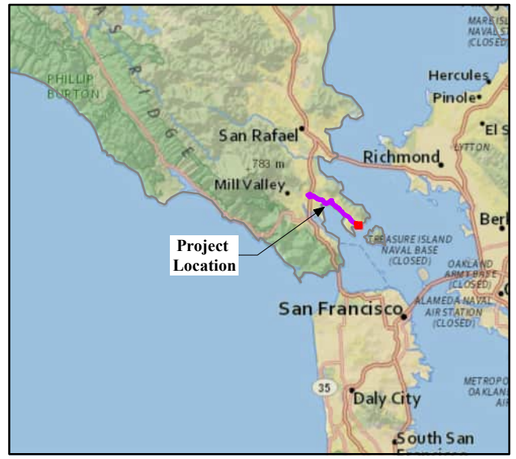
N

0 150 300
Feet

FIGURE 5
Map 2 of 3
Impacts to Section 4(f) Resources
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG5_SECTION4F_IMPACTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

Section 4(f) Resource

Parks

- Public Park

Trails

- Existing Trail
- Bike Routes

National Register of Historic Places

- Cultural Resource Building

N

0 150 300

Feet

Caltrans

FIGURE 5
Map 3 of 3
Impacts to Section 4(f) Resources
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG5_SECTION4F_IMPACTS_1Q230.MXD

Appendix A. Recreation and Historic Resources within 0.5-mile Radius of the Project Footprint

Table A-1. Section 4(f) Resources Located within 0.5-mile Radius of the Project Footprint and Are Not Anticipated to Result in Section 4(f) Impacts

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	Mill Valley Recreation Center	Approximately 0.50 mile southwest of the western Project terminus, south of East Blithedale Avenue.	Recreation Facility	The proposed Project would not impact the Mill Valley Recreation Center due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Public Parks/Recreation Facilities	Hauke Park	Approximately 0.42 mile southwest of the western Project terminus, south of Roques Moraes Drive.	City Park	The proposed Project would not impact the Hauke Park due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Public Parks/Recreation Facilities	Strawberry Park	Located 150 feet south of the Project footprint at the SR 131/East Strawberry Drive intersection. The park is separated from the Project footprint and corridor by a row of residences and is located south of Belvedere Drive.	Community Park	The proposed Project would not impact the Strawberry Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by a line of single-family residences. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Public Parks/Recreation Facilities	Boat Launch	Approximately 0.25 mile south of the Project footprint at the SR 131/East Strawberry Drive intersection.	Community Park	The proposed Project would not impact the Boat Launch due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	Community Park	Located 150 feet south of the Project footprint at the SR 131/Greenwood Cove Drive/Blackfield Drive intersection. The park is located south of Greenwood Bay Drive and Greenwood Cove Drive.	Community Park	The proposed Project would not impact the Community Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by a church, a gas station, and two roadways. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Public Parks/Recreation Facilities	Cypress Hollow Park	Approximately 0.21 mile north of the Project footprint at the SR 131/Greenwood Cove Drive/Blackfield Drive intersection. The park is separated from the Project footprint by multiple rows of residences and is located north of Cypress Hollow Drive.	City Park	The proposed Project would not impact the Cypress Hollow Park due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Public Parks/Recreation Facilities	Belle Aire Park	Approximately 0.19 mile north of the Project footprint at the SR 131/Greenwood Cove Drive/Blackfield Drive intersection. The park is separated from the Project footprint by multiple rows of residences and is located north of Claire Way.	City Park	The proposed Project would not impact the Belle Aire Park due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	South-of-the-Knoll Park	Located 130 feet south of the Project footprint at SR 131 PM 2.3. The park is located south of the Richardson Bay Lineal Park, east of McKegney Green City Park, and north of Richardson Bay.	Community Park	The proposed Project would not impact the South-of-the-Knoll Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by Richardson Lineal Park and existing single-family residences along Pine Terrace. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Public Parks/Recreation Facilities	Reed Park	Approximately 750 feet north of the Project footprint at the SR 131/Lyford Drive intersection. The park is separated from the Project footprint by Reed Elementary School and is located north of Kleinert Way.	City Park	The proposed Project would not impact the South-of-the-Knoll Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by Reed Elementary School. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	Cypress Garden Park	Located 100 feet south of the Project footprint at the SR 131/San Rafael Avenue intersection. The park is located south of the Richardson Bay Lineal Park, west of San Rafael Avenue, and north of Richardson Bay.	City Park	The proposed Project would not impact the Cypress Garden Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by Richardson Lineal Park and existing single-family residences along San Rafael Avenue. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Public Parks/Recreation Facilities	Marinero Circle Park	Approximately 0.33 mile north of the Project footprint at the SR 131/Lyford Drive intersection. The park is separated from the Project footprint by multiple rows of residences and is located north of Claire Way.	City Park	The proposed Project would not impact the Marinero Circle Park due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Public Parks/Recreation Facilities	Belvedere Community Center	Approximately 0.26 mile south of the Project footprint at the SR 131/Mar West Street/Lagoon Road intersection. The resource is separated from the Project footprint by multiple rows of residences and the Belvedere Lagoon, and is located south of Community Road.	Recreation Facility	The proposed Project would not impact the Belvedere Community Center due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	Mini-Park	Approximately 0.28 mile south of the Project footprint at the SR 131/Beach Road intersection. The resource is separated from the Project footprint by multiple rows of commercial and residential developments, and is located south of Beach Road.	City Park	The proposed Project would not impact the Mini-Park due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Public Parks/Recreation Facilities	Zelinsky Park	Located 140 feet north of the Project footprint at the SR 131/Mar West Street/Lagoon Road intersection. The park is located south of the Tiburon Lagoon, east of Mar West Street, and west of Marsh Road.	City Park	The proposed Project would not impact the Zelinsky Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by existing City buildings along SR 131, including the Belvedere-Tiburon Library and Tiburon Town Hall. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Public Parks/Recreation Facilities	Point Tiburon Tennis Courts	Located 400 feet north of the Project footprint at the SR 131/Beach Road intersection. The park is located south of the Tiburon Lagoon, east of Mar West Street, and west of Marsh Road.	City Park	The proposed Project would not impact the Point Tiburon Tennis Courts, as the Project footprint would not result in ROW acquisitions and is separated from the resource by existing commercial developments along SR 131. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	Raccoon Lane Segment	Approximately 0.17 mile north of the Project footprint at SR 131 PM 4.3. The resource is separated from the Project footprint by multiple rows of commercial and residential developments, and is located north of Mar West Street.	City Park	The proposed Project would not impact the Raccoon Lane Segment due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Horse Hill Open Space District	Approximately 0.28 mile north of the western Project terminus, north of Lomita Drive.	County Open Space	The proposed Project would not impact the Horse Hill Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Tiburon Ridge Open Space District	Approximately 0.35 mile north of the Project footprint at the U.S. 101/SR 131 interchange, north of Creekside Way.	County Open Space	The proposed Project would not impact the Tiburon Ridge Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	La Creta Open Space District	Approximately 0.30 mile northeast of the Project footprint at the U.S. 101/SR 131 interchange, north of Eagle Rock Road.	City Open Space	The proposed Project would not impact the La Creta Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Open Space	Ring Mountain Open Space District	Approximately 0.45 mile north of the Project footprint at the SR 131/ East Strawberry Drive/Bay Vista Drive intersection. The property is located north of Vista Tiburon Drive.	County Open Space	The proposed Project would not impact the Ring Mountain Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Highlands Subdivision Open Space District	Approximately 0.16 mile north of the Project footprint at the SR 131/Cecilia Way intersection. The property is located north of Cecilia Way, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Highlands Subdivision Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Atkinson Open Space District	Approximately 0.52 mile northeast of the Project footprint at the SR 131/Cecilia Way intersection. The property is located north of Reed Ranch Road.	City Open Space	The proposed Project would not impact the Atkinson Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Hamon Open Space District	Approximately 0.20 mile northeast of the Project footprint at the SR 131/Rock Hill Road intersection. The property is located north of Hilary Drive, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Hamon Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Open Space	Miraflores Subdivision Open Space District	Approximately 0.18 mile north of the Project footprint at the SR 131/Rock Hill Road intersection. The property is located north of Hilary Drive, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Miraflores Subdivision Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Reed School District Open Space	Approximately 0.40 mile northeast of the Project footprint at the SR 131/Rock Hill Road intersection. The property is located west of Gilmartin Drive, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Reed School District Open Space property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Del Madera Subdivision Open Space District	Approximately 0.25 mile northeast of the Project footprint at the SR 131/Rock Hill Road intersection. The property is located north of Via Paraiso, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Del Madera Subdivision Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Eavey Open Space District	Approximately 0.14 mile north of the Project footprint at the SR 131/Gilmartin Drive intersection. The property is located north of Stony Hill Road, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Eavey Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Open Space	Meadowhill Subdivision Open Space District	Approximately 0.38 mile northeast of the Project footprint at the SR 131/Lyford Drive intersection. The property is located north of Round Hill Road, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Meadowhill Subdivision Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Hilarita Project Open Space District	Approximately 0.11 mile northeast of the Project footprint at the SR 131/Ned's Way intersection. The property is located north of Kleinert Way, and an apartment complex and Reed Elementary School separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Hilarita Project Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Town Hall Area Open Space District	Approximately 0.12 mile north of the Project footprint at the SR 131/ Ned's intersection. The property is located north of Ned's Way, and an apartment complex separates the site from the Project footprint.	City Open Space	The proposed Project would not impact the Town Hall Area Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Point Tiburon Marsh Open Space District	Approximately 0.06 mile (350 feet) northeast of the Project footprint at the SR 131/Mar West Street intersection. The property is located north of Marsh Road; and public buildings, including the Belvedere-Tiburon Library and Tiburon Town Hall, separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Point Tiburon Marsh Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Open Space	Old Saint Hilary's Open Space District	Approximately 0.28 mile northeast of the Project footprint at the SR 131/ Mar West Street intersection. The property is located north of Marsh Road, and multiple existing developments separate the site from the Project footprint.	County Open Space	The proposed Project would not impact the Old Saint Hilary's Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Mill Valley/ Sausalito Path	Approximately 0.46 mile southwest of the western terminus of the Project footprint at the intersection of East Blithedale Avenue and Lomita Drive. The Mill Valley / Sausalito Path is a 3.7-mile pathway that connects the communities of Mill Valley and Sausalito.	County Park Facility	The proposed Project would not impact the Mill Valley/ Sausalito Path or limit access along any portion of its route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Alto Path	Approximately 0.30 mile north of the western terminus of the Project footprint along Lomita Drive.	State Trail	The proposed Project would not impact the Alto Path or limit access along any portion of its route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Strawberry Recreation District Paths	Approximately 0.50 mile southeast of the Project footprint at the U.S. 101/SR 131 interchange, along Milland Drive and Vista Real.	Community Paths	The proposed Project would not impact the Strawberry Recreation District Paths or limit access along any portion of these routes. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Trails/Paths/ Bicycle Routes	Palos Verdes Court Pathway	Approximately 0.43 mile northeast of the Project footprint at the SR 131/Cecilia Way intersection, east of Palos Verdes. The Palos Verdes Court Pathway is approximately 300 feet in length and connects Palos Verdes to the Bel Aire Elementary School.	City Park Facilities	The proposed Project would not impact the Palos Verdes Court Pathway or limit access along any portion of this route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Reed Ranch Road – Jefferson Street Pathway	Approximately 0.17 mile northwest of the Project footprint at the SR 131/Trestle Glen Boulevard intersection, north of Jefferson Boulevard. The Reed Ranch Road – Jefferson Street Pathway is approximately 320 feet in length and connects Jefferson Street to Reed Ranch Road.	City Park Facilities	The proposed Project would not impact the Reed Ranch Road – Jefferson Street Pathway or limit access along any portion of this route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Benton Court Pathway	Approximately 0.43 mile northeast of the Project footprint at the SR 131/Trestle Glen Boulevard, east of Trestle Glen Boulevard. The Benton Court Pathway is approximately 150 feet in length and connects Benton Court to Trestle Glen Boulevard.	City Park Facilities	The proposed Project would not impact the Benton Court Pathway or limit access along any portion of this route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Trails/Paths/ Bicycle Routes	Hilary Drive – Tenaya Drive Pathway	Approximately 0.8 mile (420 feet) northwest of the Project footprint at the SR 131/Avenida Miraflores, east of Tenaya Drive. The Hilary Drive – Tenaya Drive Pathway is approximately 380 feet in length and connects Tenaya Drive, Hilary Drive, and Del Mar Middle School.	City Park Facilities	The proposed Project would not impact the Hilary Drive – Tenaya Drive Pathway or limit access along any portion of this route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Moitoza Lane Steps and Pathway	Approximately 0.26 mile northeast of the Project footprint at the SR 131/Beach Road, north of Raccoon Lane. The Moitoza Lane Steps and Pathway are approximately 220 feet in length and connects Raccoon Lane to Vistazo West Street.	City Park Facilities	The proposed Project would not impact the Moitoza Lane Steps and Pathway or limit access along any portion of these routes. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Notes:

PM = post mile

Project = SR 131 Capital Preventive Maintenance Project

ROW = right-of-way

SR 131 = State Route 131

U.S. 101 = U.S. Highway 101

Table A-2. Section 4(f) Historic Property Use Determination

Historic Property Name	Use?	Constructive Use?	Temporary Occupancy?	Explanation
Lyford, Benjamin, and Hilarita House	No	No	No	The historic property is located approximately 0.08 mile (375 feet) south of the Project footprint at SR 131 PM 1.25, south of Greenwood Cove Road. The Project would introduce pavement rehabilitation, guardrail replacement, and the construction of Class IV bicycle lanes within the Project footprint, approximately 375 feet from this site. No land or portion of the resource would be permanently acquired or affected by the Project. Construction activities within the Project footprint would not alter or destroy the attributes that allow the property to convey its historical significance.
San Francisco and North Pacific Railroad Station House-Depot	No	No	No	The historic property is located approximately 0.18 mile (900 feet) east of the eastern terminus of the Project footprint. The San Francisco and North Pacific Railroad Station House-Depot is located south of Paradise Drive. The Project would introduce pavement rehabilitation and curb ramp upgrades within the Project footprint, approximately 900 feet from this site. No land or portion of the resource would be permanently acquired or impacted by the Project. Construction activities within the Project footprint would not alter or destroy the attributes that allow the property to convey its historical significance.
Lyford's Stone Tower	No	No	No	The historic property is located approximately 0.32 mile (1,680 feet) east of the eastern terminus of the Project footprint. The Lyford's Stone Tower is located east of Paradise Drive. The Project would introduce pavement rehabilitation and curb ramp upgrades within the Project footprint, approximately 1,680 feet from this site. No land or portion of the resource would be permanently acquired or impacted by the Project. Construction activities within the Project footprint would not alter or destroy the attributes that allow the property to convey its historical significance.
Cultural Resource	*Yes*	No	No	The historic property overlaps Project's Area of Direct Impact. Location cannot be disclosed due to cultural sensitivity. The project will not adversely affect the historic property pursuant to Section 106 and AMMs will be implemented.